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Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia

Robert W. Grau and Patrick S. McCaffrey, Jr.

February 2002



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Final report

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Preface

The purpose of this report is to provide an assessment of load-carrying capacity and condition of airfield pavements at Lawson Army Airfield (LAAF), Fort Benning, Georgia. This report provides data for the following:

- a.* Planning and programming pavement maintenance, repairs, and structural improvements.
- b.* Designing maintenance, repair, and construction projects.
- c.* Determining airfield operational capabilities.
- d.* Providing information for aviation flight publications and mission planning.

Users of information from this report include the installation's Directorate of Installation Support (DIS), engineering design agencies (DIS's, U.S. Army Corps of Engineers), Airfield Commanders, U.S. Army Aeronautical Services Agency, and agencies assigned operations planning responsibilities. Information concerning aircraft inventory, passes, and operations shall not be released outside U.S. Government agencies. This report satisfies requirements for condition inspection and structural evaluation established in Army Regulation AR 420-72 (Headquarters, Department of the Army 2000) and supports airfield survey requirements identified in Army Regulation AR 95-2 (Headquarters, Department of the Army 1990).

The Army Airfield Pavement Evaluation Program is sponsored and technically monitored by the U.S. Army Corps of Engineers, Transportation Systems Center (CENWO-ED-TX), located in Omaha, NE. The U.S. Army Infantry Center, Engineering and Services Branch, Fort Benning, Georgia, provided funding for this investigation.

Personnel of the U.S. Army Engineer Research and Development Center (ERDC), Geotechnical and Structures Laboratory (GSL), Vicksburg, MS, prepared this publication. The findings and recommendations presented in this report are based upon pavement structural testing, data analysis, and condition survey work at LAAF. The required field testing was conducted in July 2001. The evaluation team consisted of Messrs. Robert W. Grau, James A. Harrison, Dan D. Mathews, and Patrick S. McCaffrey, Jr., Airfield and Pavements Branch

(APB), GSL. Messrs. Grau and McCaffrey prepared this publication under the supervision of Mr. Don R. Alexander, Chief, APB, Dr. Albert J. Bush III, Chief, Engineering Systems and Materials Division, and Dr. Michael J. O'Connor, Director, GSL.

At the time of publication of this report, Dr. James R. Houston was Director of ERDC, and COL John W. Morris III, EN, was Commander and Executive Director.

Recommended changes for improving this publication in content and/or format should be submitted on DA Form 2028 (Recommended Changes to Publications and Blank Forms) and forwarded to Headquarters, U.S. Army Corps of Engineers, ATTN: CECW-EWS, 441 G Street NW, Washington, DC 20314.

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Executive Summary

Personnel of the U.S. Army Engineer Research and Development Center (ERDC), Vicksburg, MS, conducted the field testing at Lawson (LAAF), Fort Benning, Georgia, during July 2001. The structural capacity and physical properties of the pavement facilities were determined from nondestructive tests using a heavy weight deflectometer (HWD) and from measurements taken in previous studies. A visual inspection was also conducted to establish the condition of the airfield surface, which does not necessarily correspond to its load-carrying capacity.

The results of the tests and visual inspection reveal the following:

- a. The primary airfield pavement facilities and their assigned Pavement Classification Number (PCN) are shown in Illustration 1.
- b. The primary runway (15-33) and five (T1A, T3A, T5A, T7A, and T8A) of the seven primary taxiway features are structurally adequate to withstand day-to-day mission (i.e., peacetime use) for 20 years. All fixed-wing parking aprons with the exception of Apron 1 and the North Holding Apron are structurally inadequate to withstand the projected day-to-day mission traffic.
- c. Installation Status Report (ISR) ratings for the airfield are shown in Illustration 2.
- d. Approximately \$1,250,000 (FY02) for repair is required to improve the surfaces of 9 runway features, 18 taxiway features, and 12 apron features to meet the minimum PCI requirements.
- e. In planning structural improvements and/or reconstruction requirements, it should be recognized that UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) specifies that the following pavements be rigid pavement: all paved areas on which aircraft or helicopters are regularly parked, maintained, serviced, or preflight checked, on hangar floors and access aprons; on runway ends (305 m (1,000 ft) of a Class B runway; primary taxiways for Class B runways; hazardous cargo, power check, compass calibration, warmup, alert, arm/disarm, holding, and washrack pads; and any other area where it can be

documented that a flexible pavement will be damaged by jet blast or by spillage of fuel or hydraulic fluid.

f. Overloading the pavement facilities may shorten the life expectancy.

Additional details on structural capacity, surface condition, and work required to maintain and strengthen the airfield are contained in Chapters 2 and 3 of this report.

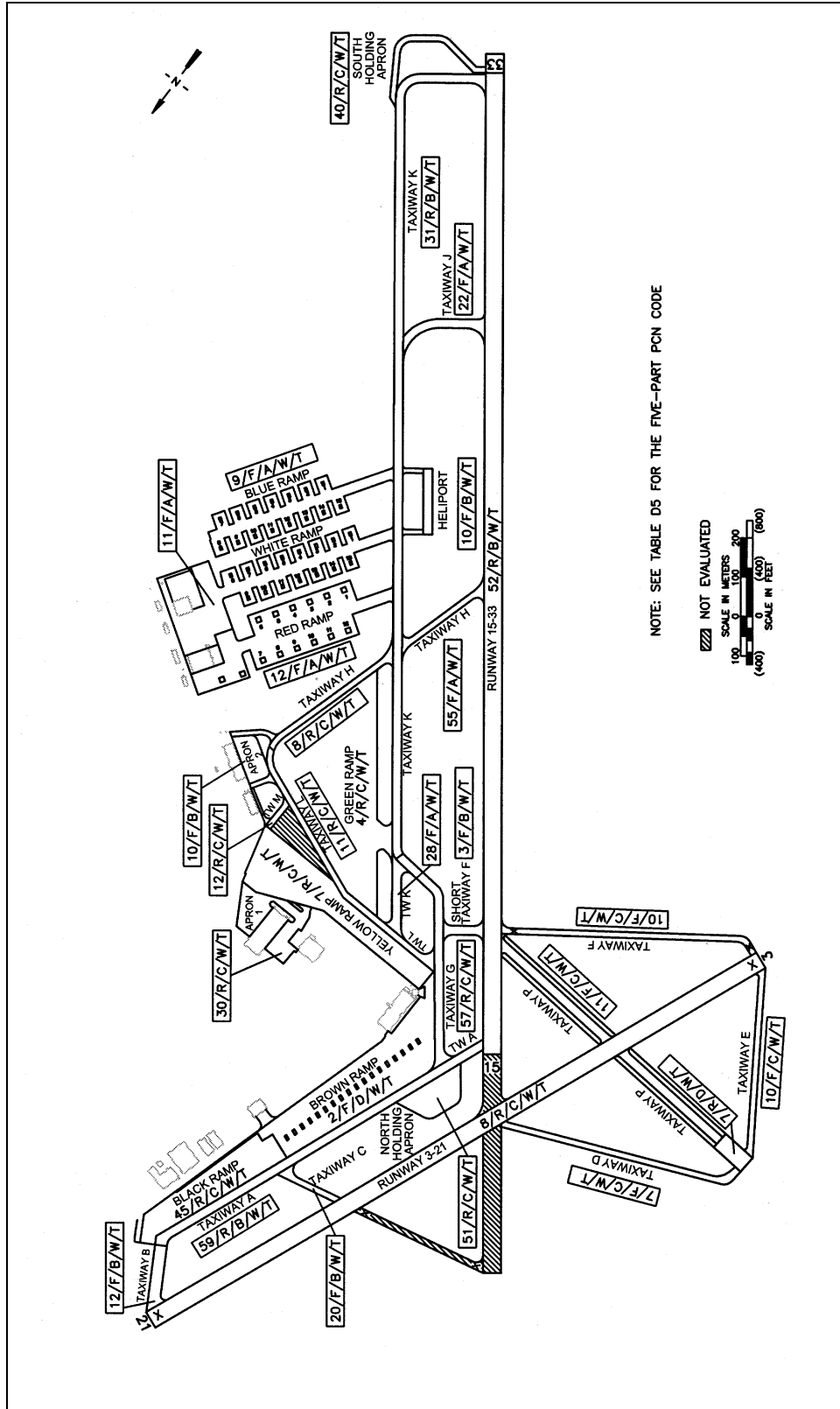
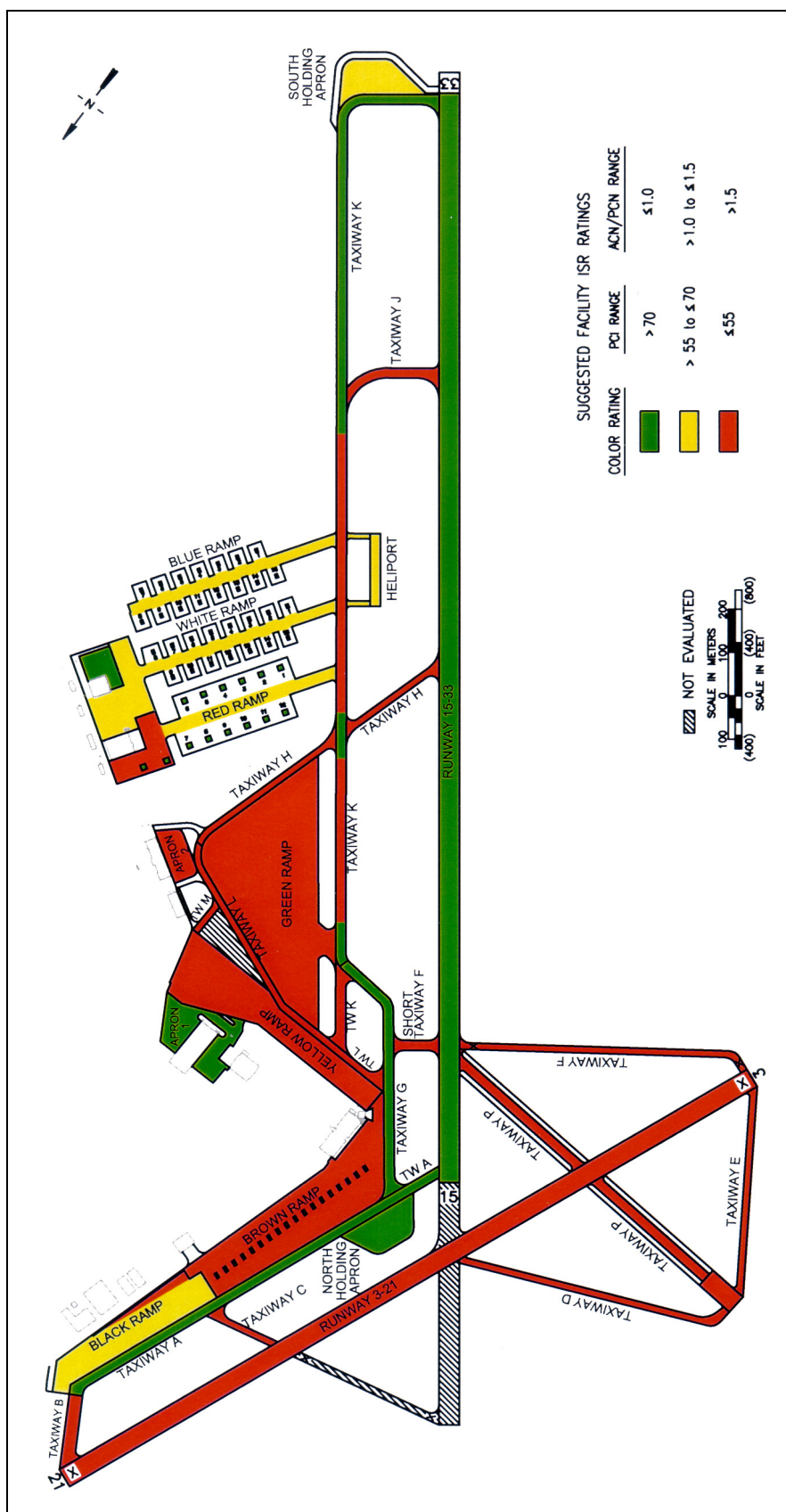


Illustration 1. Airfield Pavement Evaluation Chart (APEC)



1 Introduction

Background

In May 1982 the Department of the Army initiated a program to determine and evaluate the physical properties, the load-carrying capacity for various aircraft, and the general condition of the pavements at major U.S. Army Airfields (AAFs). This program was established at the request of the Major Army Commands (FORSCOM, TRADOC, and AMC). Headquarters, U.S. Army Corps of Engineers (CECW-EW) sponsors a program for periodic evaluation of Army Airfield facilities in accordance with Army Regulation AR 420-72 (Headquarters, Department of the Army 2000). All Category 1 AAFs and instrumented U.S. Army Heliports (AHPs) are included in the CECW-EW program. The evaluation of the airfield pavements was performed to determine the structural adequacy of the existing pavements to accommodate mission aircraft. Results of this evaluation were also used to identify maintenance, repair, and major repair work requirements and to help establish Installation Status Report (ISR) ratings. The U.S. Army Infantry Center, Engineering and Services Branch, Fort Benning, GA provided funding for this investigation. Results of this investigation will provide current information for designing upgrades to the pavement facilities.

Objective and Scope

The primary objectives of this investigation were to determine the allowable aircraft loads and design traffic, and to identify maintenance, repair, and structural improvement needs for each airfield pavement feature. These objectives were accomplished by:

- a. Obtaining records of day-to-day traffic operations from the installation Airfield Commander.
- b. Conducting a structural evaluation of the airfield pavements in accordance with UFC 3-260-03 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) using the nondestructive testing device.

- c.* Performing a condition survey to determine pavement distresses (type, severity and magnitude) in accordance with ASTM D 5340-93 and using analysis features of the Micro Paver pavement management system.

The results of this study can be used to:

- a.* Provide preliminary engineering data for pavement design (Appendixes A and B).
- b.* Assist in identifying and forecasting maintenance and repair work, the preparation of long range work plans, and programming funds for the various work classification categories (Appendixes C and E).
- c.* Determine type and gross weights of aircraft that can operate on a given airfield feature without causing structural damage or shortening the life of the pavement structure (Appendix D).
- d.* Determine aircraft operational constraints as a function of pavement strength and surface condition (Appendix D).
- e.* Determine the need for structural improvements to sustain current levels of aircraft operations (Appendix D).
- f.* Summarize results for ISR ratings (Executive Summary).

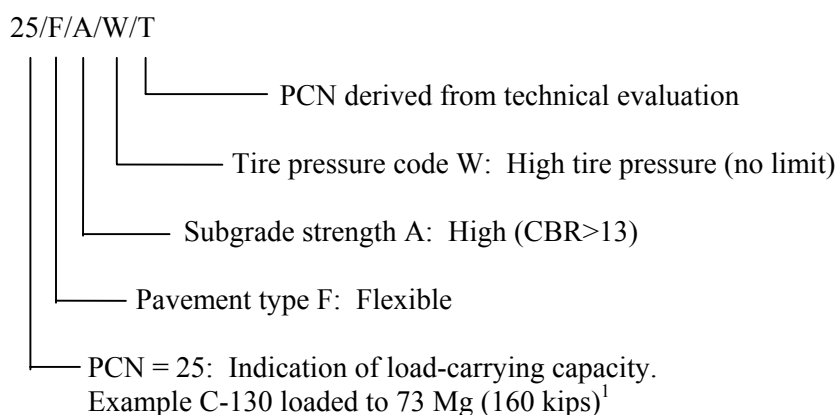
Chapter 2 of this report includes the results of the aircraft classification number-pavement classification number (ACN-PCN) analysis for use by U.S. Army Aeronautical Services Agency (USAASA), the airfield commander, and Deputy Chief of Staff for Operations and Plans (DCSOPS) personnel. Chapter 3 contains maintenance, repair, and structural improvement recommendations for use by DPW personnel and design agencies. Chapter 4 contains conclusions and recommendations in summary form. Detailed supporting data are provided in the appendices.

2 Pavement Load-Carrying Capacity

General

The load-carrying capacity is a function of the strength of the pavement, the gross weight of the aircraft, and the number of applications of the load. The method used to report pavement load-carrying capacity is the ACN-PCN system as adopted by the International Civil Aviation Organization (ICAO). The United States, as a participating member of ICAO, is required to report pavement strength in this format. The ACN-PCN format also provides the airfield evaluation information required by Army Regulation AR 95-2 (Headquarters, Department of the Army 1990).

The ACN and PCN are defined as follows: The ACN is a number which expresses the relative structural effect of an aircraft on both flexible and rigid pavements for specific standard subgrade strengths in terms of a standard single wheel load. The PCN is a number which expresses the relative load-carrying capacity of a pavement for a given pavement life in terms of a standard single wheel load. An example of a PCN five part code is as follows:



The system works by comparing the ACN to the PCN. The PCN is a representation of the allowable load for a specified number of repetitions over the life

¹ Most of the dimensions and measurements reported were obtained in non-SI units. All such values have been converted using the conversion factors given in ASTM E 380.

of a pavement. The ACN is a representation of the load applied by an aircraft using the pavement. The system is structured such that an aircraft operating at an ACN (applied load) equal to or less than the PCN (allowable load) would comply with load restrictions established based on a specified design life for the pavement facility. If, however, the ACN (applied load) is greater than the PCN (allowable load), the specified design life will be shortened due to this overloading. Pavements can usually support some overload; however, pavement life is reduced. As a general rule, ACN/PCN ratios of up to 1.25 have minimal impact on pavement life. If the ACN/PCN ratio is between 1.25 and 1.50, aircraft operations should be limited to 10 passes, and the pavement inspected after each operation. Aircraft operations resulting in an ACN/PCN ratio over 1.50 should not be allowed except for emergencies.

Load-Carrying Capacity

The first step in determining the load-carrying capacity of the pavements at Lawson (LAAF), Fort Benning, Georgia was to estimate the traffic to which the airfield will be subjected over the next 20 years. The traffic mix established for this primary airfield facilities (Runway 15-33, Taxiways A, G, and K (T1A-T5A), Taxiways Short F, T17C of H, J, T6B of K, and T24B of L, the Black Ramp, and the South and North Holding Aprons, is shown in Table A4. Based on this mix, the critical aircraft operating on the airfield was determined to be the C-17 aircraft at a design pass level of 6,600 for AC pavements and 61,000 for rigid pavements, as shown in Table D1. Runway 03-21, Taxiways B, C, D, E, F, and the Brown Ramp were evaluated for 50,000 passes of the C-130 aircraft. The Yellow Ramp, Green Ramp, Apron 1, Apron 2, Taxiways H, L, and M were evaluated for 50,000 passes of the C-37 aircraft. All rotary-wing facilities were evaluated for 50,000 passes of a CH-47. Using this traffic information, and results of the data analysis, the ACN value for the critical aircraft operating on the LAAF pavements was determined. The operational ACN for the airfield is 49/R/B/W/T for the rigid pavements and 50/F/A/W/T for the flexible pavements. See Table D5 for description of the five component ACN or PCN code. The numerical ACN values calculated for the critical aircraft operating on AC pavements on each of the four subgrade categories are presented in Table D2.

The critical PCN value for each airfield facility is presented in the Airfield Pavement Evaluation Chart (APEC) in Illustration 1. A summary of allowable loads and overlay requirements determined for the critical aircraft and its design pass level is shown in Table D3. PCN codes for the controlling feature of each facility during the thaw-weakening period are presented in Table D4.

The number of passes of mobilization and contingency aircraft loadings that could be sustained by each facility is dependent on the ACN of the aircraft and the critical PCN of the facility. During wartime, many aircraft are allowed to carry heavier loads than during peacetime. This allowance means that the aircraft would have a higher ACN because of the higher loading and would cause more damage per pass than in peacetime. Also, under some contingency plans or during emergencies, heavier aircraft than those in the traffic table, see Table A4,

could be considered for using the airfield pavements. These heavier aircraft would generally have higher ACN values and cause more damage than those normally using the airfield. The operational life of the pavement will be reduced if it is subjected to aircraft loadings having ACN values higher than the PCN of the facility. An example of a procedure to determine the impact of mobilization and contingency aircraft operations is presented in Appendix D.

3 Recommendations for Maintenance, Repair, and Structural Improvements

General

Recommendations for maintenance, repair, and structural improvements are based on results from both the structural evaluation (Appendix D) and the pavement condition survey (Appendix C). Either or both the evaluation and/or the survey may indicate that a particular feature needs repair and/or improvement. If the pavement condition index (PCI) is below the required value contained in Army Regulation AR 420-72 (Headquarters, Department of the Army 2000), the pavement needs maintenance to improve its surface condition. If the ACN/ PCN ratio determined for the critical aircraft is greater than one, the pavement needs structural improvement. Where both evaluations indicate improvements are needed, the recommendations are made such that the repairs to the surface are those needed until the structural improvements can be made. If the structural improvements are made first, the surface repairs may not be necessary. The PCI, ACN/PCN, ISR rating, and recommended general maintenance alternatives for each feature are shown in Table 3-1, the Airfield Pavement Evaluation General Summary. Specific recommendations for maintenance are identified in Table 3-2.

The ISR is an information system designed to help the Army monitor some of the basic elements that affect the quality of life on installations. The ISR also supports decision-making by giving managers an objective means and a common methodology for comparing conditions across installations and across functional areas.

Recommendations for structural improvements have been defined in terms of overlays in this report. In some instances, overlays may not be the most cost effective or best engineering alternative for pavement strengthening. It should be noted that the overlay requirements shown in Table 3-2 were determined based on representative conditions at the time of testing and should be considered minimum values until verified by further investigation. These overlays should be used as a guide when programming funds for design projects. Prior to advertising an improvement project, a thorough pavement analysis and design

should be completed to select the most cost-effective improvement technique. All designs should be reviewed by the U.S. Army Corps of Engineers Transportation Systems Center to ensure that they are in accordance with current design criteria.

Recommended overlay thicknesses follow the criteria for minimum thicknesses contained in UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001). Where calculated thicknesses are greater than the required minimum thickness, the values were rounded up to the next higher 13 mm (1/2-in.).

Maintenance and repair (M&R) recommendations are based on the changes needed to provide the minimum required PCI. AR 420-72 (Headquarters, Department of the Army 2000) states that installation airfield pavements shall be maintained to at least the following PCI:

- All runways > 70
- Primary taxiways \geq 60
- Aprons and secondary taxiways > 55

Recommendations

Steps 1 through 5 of the flow chart shown in Figure 3-1 were used in determining the recommendations suggested in Table 3-2. The M&R alternatives suggested for the existing surfaces were selected from those listed for various distresses in flexible pavements shown in Table 3-3. In many instances, the performance of a specific alternative depends upon the geographical location and expertise of local contractors. Therefore, it is suggested that the local DIS personnel review all recommendations. Local costs for the approved alternatives can then be used with the Micro Paver program to obtain a reasonable cost estimate. All overlay, repair, or major repair should be in accordance with UFC 3-269-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) that specifies that the following pavements be rigid pavement: all paved areas on which aircraft or helicopters are regularly parked, maintained, serviced, or preflight checked, on hangar floors and access aprons; on runway ends (305 m (1,000 ft)) of a Class B runway; primary taxiways for Class B runways; hazardous cargo, power check, compass calibration, warmup, alert, arm/disarm, holding, and washrack pads; and any other area where it can be documented that a flexible pavement will be damaged by jet blast or by spillage of fuel or hydraulic fluid.

The PCI was developed to determine maintenance and repair needs. If the PCI is low, maintenance or repair is needed to increase the PCI. If the PCI is low and the PCN is greater than the ACN, localized maintenance or repair will generally be an acceptable solution. Although these maintenance activities and repairs will improve the PCI to acceptable levels, they may not be the most cost-effective alternative. An overlay or other overall improvement may be more cost-effective than considerable localized maintenance or repairs. Certainly, if

the current PCI is less than 25, overall improvements should be investigated. When an overlay is recommended, the maintenance recommended is that which is needed to keep the pavement serviceable and safe and its PCI at the required minimum until the overlay is applied. The PCN is used to specify the structural capability of an airfield pavement. If the design aircraft's ACN is larger than the computed PCN, the pavement is structurally inadequate to support the mission traffic. If only repairs to improve the PCI are applied, the pavement could deteriorate quite rapidly. Structural improvements are required to increase the load-carrying capacity so that the PCN is greater than or equal to the ACN (aircraft load). Even if the PCI is high, structural improvements are necessary to support the mission traffic if the PCN is less than the design ACN.

The PCIs of nine runway features (R14A - R22B), eighteen taxiway features (T6A and T9A – T25B), and twelve apron features (A3B, A4B, A6B, A7B, A10B, A12B, A15B – A18B, A21B, and A30B) fail to meet the minimum acceptable level outlined above. All features require crack and surface sealing to meet the minimum PCI requirement for runways, taxiways, and/or aprons. In addition to the required sealing, full-depth patching of alligator cracked, rutted, or depressed areas is recommended features R21A, T10C, A3B, A4B, A10B, and A15B. Based on the surface condition and high ACN/PCN ratio, complete replacement is recommended for T11A, T13A, T14C, T15C, T16C, T24B, A3B, A4B, and A18B. The estimated cost to upgrade the remaining thirty-four features is approximately \$1,250,000 FY02 dollars. An airfield pavements cost estimating guide for various maintenance and repair alternatives is shown in Table 3-4.

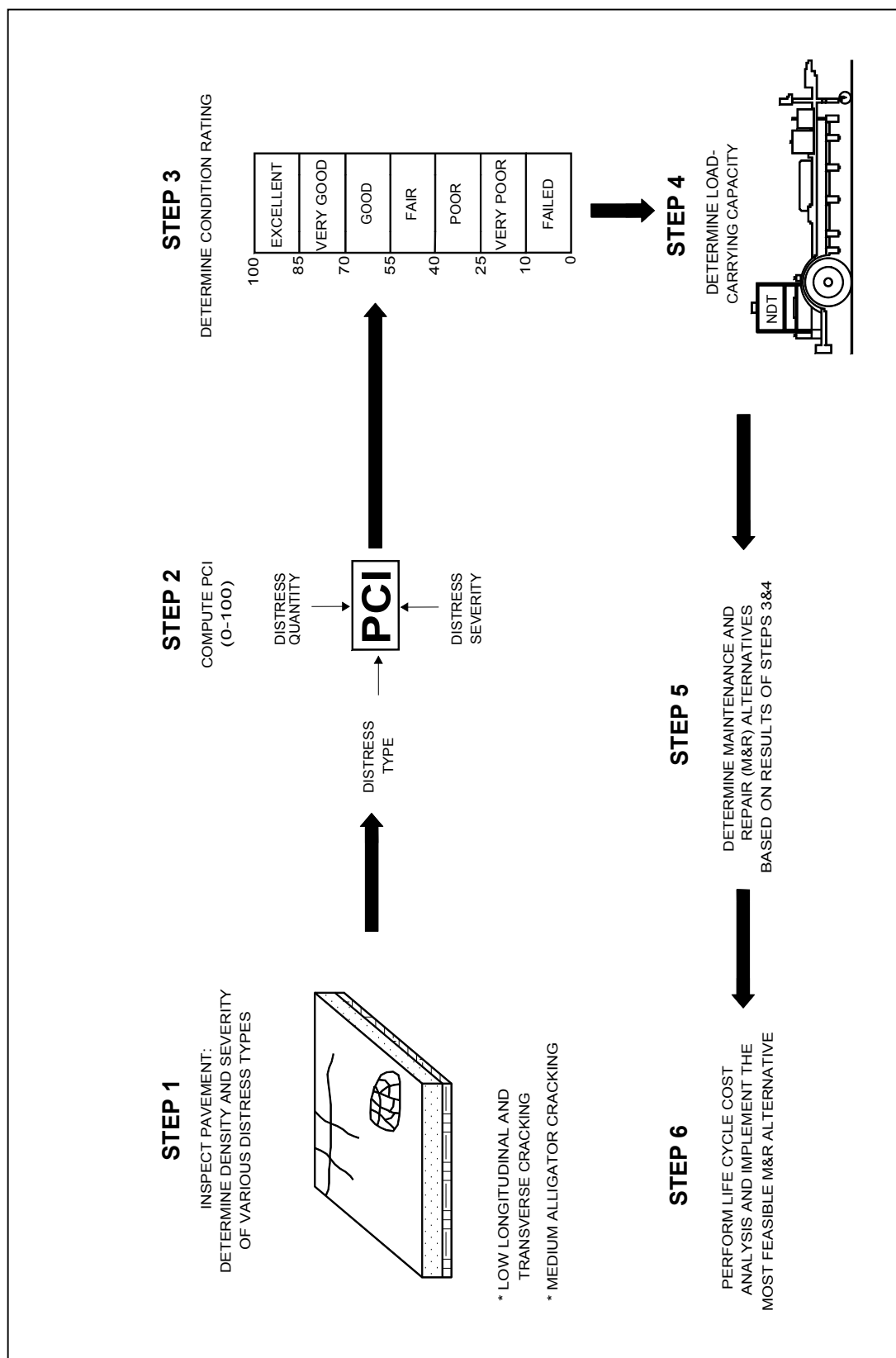


Figure 3-1. Flowchart for determination of maintenance and repair recommendations

Table 3-1
Airfield Pavement Evaluation General Summary

Pavement Feature	PCI	ACN/PCN ²	ISR Rating ³	Work Classification ¹			
				Do Nothing	Maintenance	Repair	Major Repair
R1A	97	0.82	Green	X			
R2A	94	NA ⁴	Green	X			
R3C	80	0.42	Green		X		
R4C	82	NA ⁴	Green		X		
R5C	85	0.42	Green		X		
R6C	75	0.42	Green		X		
R7C	82	NA ⁴	Green		X		
R8C	77	0.56	Green		X		
R9C	83	NA ⁴	Green		X		
R10A	80	0.94	Green		X		
R11A	79	0.83	Green		X		
R12A	86	NA ⁴	Green	X			
R13A	88	NA ⁴	Green	X			
R14A	29	4.00	Red			X	
R15A	43	0.27	Red			X	
R16C	44	0.45	Red			X	
R17C	40	1.40	Red			X	
R18C	43	NA ⁴	Red			X	
R19C	42	0.80	Red			X	
R20A	42	2.15	Red			X	
R21A	31	4.00	Red			X	
R22B	64	0.90	Amber		X		
T1A	79	0.98	Green		X		
T2A	71	1.53	Red			X	
T3A	72	0.83	Green		X		

(Sheet 1 of 3)

¹ Work is categorized for preliminary planning purposes only. Classification of work for administrative approval is an installation responsibility. Policy guidance for airfield pavements is provided in AR 420-72. In general, if the pavement real property facility is in a failed or failing condition, structural improvements to accommodate normal growth and evolution of missions and equipment are properly classified as repair work. The following types of work are properly classified as major repair: strengthening of a pavement to accommodate a new mission, extension or widening of the pavement, or complete replacement of the real property facility. Maintenance tasks for AC pavements include: crack sealing, partial and full depth patches, and surface seals. PCC pavement maintenance tasks include: crack and joint sealing and partial and full depth patches.

² Determined for design aircraft.

³ Based on the PCI and ACN/PCN ratio of the pavement feature.

⁴ Features were not evaluated for load because the outside edges do not receive aircraft traffic.

Table 3-1 (Continued)

Pavement Feature	PCI	ACN/PCN ²	ISR Rating ³	Work Classification ¹			
				Do Nothing	Maintenance	Repair	Major Repair
T4A	82	1.58	Red			X	
T5A	86	0.83	Green		X		
T6A	41	1.79	Red			X	
T7A	83	0.86	Green		X		
T8A	75	0.83	Green		X		
T9A	39	2.33	Red			X	
T10C	30	1.40	Red			X	
T11A	33	4.28	Red			X	
T12A	47	3.00	Red			X	
T13A	7	3.00	Red				X
T14C	44	4.85	Red			X	
T15C	26	2.72	Red			X	
T16C	34	19.00	Red			X	
T17C	46	0.91	Red			X	
T18B	55	1.63	Red			X	
T19B	47	3.75	Red			X	
T20B	49	2.59	Red			X	
T21B	44	1.30	Red			X	
T22B	46	2.31	Red			X	
T23B	27	2.00	Red			X	
T24B	36	4.45	Red			X	
T25B	40	2.50	Red			X	
T26B	64	1.00	Amber		X		
A1B	72	1.09	Amber		X		
A2B	84	2.45	Red			X	
A3B	43	18.00	Red			X	

(Sheet 2 of 3)

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² Determined for design aircraft.

³ Based on the PCI and ACN/PCN ratio of the pavement feature.

Table 3-1 (Concluded)							
Pavement Feature	PCI	ACN/PCN²	ISR Rating³	Work Classification¹			
				Do Nothing	Maintenance	Repair	Major Repair
A4B	37	5.33	Red			X	
A5B	82	3.55	Red			X	
A6B	47	2.00	Red			X	
A7B	41	1.89	Red			X	
A8B	61	4.29	Red			X	
A9B	57	1.76	Red			X	
A10B	46	4.29	Red			X	
A11B	60	1.76	Red			X	
A12B	55	1.76	Red			X	
A14B	85	1.00	Green		X		
A15B	36	5.60	Red			X	
A16B	21	4.67	Red				X
A17B	55	5.40	Red			X	
A18B	33	7.50	Red			X	
A19B	64	0.41	Amber		X		
A20B	88	0.56	Green	X			
A21B	54	0.58	Red		X		
A22B	64	0.41	Amber		X		
A23B	90	0.56	Green	X			
A24B	57	0.64	Amber		X		
A25B	91	0.67	Green	X			
A26B	64	0.78	Amber		X		
A27B	77	0.67	Green		X		
A28B	80	1.23	Amber			X	
A29B	92	0.96	Green	X			
A30B	47	2.70	Red			X	
(Sheet 3 of 3)							
¹ Work is categorized for preliminary planning purposes only. Classification of work for administrative approval is an installation responsibility. Policy guidance for airfield pavements is provided in AR 420-72. In general, if the pavement real property facility is in a failed or failing condition, structural improvements to accommodate normal growth and evolution of missions and equipment are properly classified as repair work. The following types of work are properly classified as major repair: strengthening of a pavement to accommodate a new mission, extension or widening of the pavement, or complete replacement of the real property facility. Maintenance tasks for AC pavements include: crack sealing, partial and full depth patches, and surface seals. PCC pavement maintenance tasks include: crack and joint sealing and partial and full depth patches. ² Determined for design aircraft. ³ Based on the PCI and ACN/PCN ratio of the pavement feature.							

Table 3-2 Summary of Overlay and Maintenance Requirements for the Day-to-Day Traffic Operations					
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹			Maintenance and Repair Alternatives for Existing Surfaces
		AC	PCC Partial Bond	PCC with no Bond	
Runway 15-33					
R1A ²	4645 (5,555)	0 (0.0)	0 (0.0)	0 (0.0)	None
R2A ^{2,3}	9290 (11,111)	--	--	--	Same as for R1A.
R3C	12 151 (14,533)	0 (0.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for runways. However, it is recommended that all medium-severity cracks be cleaned and then sealed with a high quality crack sealant ⁵ .
R4C ³	24 303 (29,067)	--	--	--	Same as for R3C
R5C	4181 (5,000)	0 (0.0)	NA ⁴	See ⁴	Same as for R3C
R6C	10 497 (12,555)	0 (0.0)	NA ⁴	See ⁴	Same as for R3C
R7C ³	20 995 (25,111)	--	--	--	Same as for R3C
R8C ²	4757 (5,689)	0 (0.0)	NA ⁴	See ⁴	Same as for R3C
R9C ^{2,3}	9513 (11,378)	--	--	--	Same as for R3C
R10A ²	3484 (4,167)	0 (0.0)	0 (0.0)	0 (0.0)	The PCI of this feature is above that required for runways. However, it is recommended that the joint sealant be replaced with a high-quality sealer ⁵ within 2 years.
R11A ²	4413 (5,278)	0 (0.0)	0 (0.0)	0 (0.0)	Same as for R10A plus all medium- and high-severity spalls should be repaired with an epoxy concrete patch or full-depth patching.
R12A ^{2,3}	3484 (4,167)	--	--	--	None
R13A ^{2,3}	2555 (3,056)	--	--	--	None
Runway 03-21					
R14A ²	4181 (5,000)	686 (27.0)	NA	381 (15.0)	Clean all cracks, remove all loose material, and seal the entire area with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). Structural improvements are required. PCC reconstruction should be considered if this feature is to withstand the projected traffic.
(Sheet 1 of 8)					
¹ For planning purposes only. ² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete. ³ Edges were not evaluated for load-carrying capacity. ⁴ Was not calculated because feature was evaluated as a flexible pavement. ⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.					

Table 3-2 (Continued)				
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹		
		AC	PCC Partial Bond	PCC with no Bond
Maintenance and Repair Alternatives for Existing Surfaces				
Runway 03-21				
R15A ²	9755 (11,667)	0 (0.0)	NA ⁴	See ⁴
R16C	11 148 (13,333)	0 (0.0)	NA ⁴	See ⁴
R17C	13 471 (16,111)	51 (2.0)	NA ⁴	See ⁴
R18C ³	26 941 (32,222)	--	--	--
R19C	2787 (3,333)	0 (0.0)	NA ⁴	See ⁴
R20A ²	9755 (11,667)	127 (5.0)	NA ⁴	See ⁴
R21A ²	4181 (5,000)	673 (26.5)	--	368 (14.5)
Rotary-Wing Runway				
R22B	3832 (4,583)	0 (0.0)	NA ⁴	See ⁴
Taxiway K				
T1A ²	21 989 (26,300)	0 (0.0)	0 (0.0)	0 (0.0)
T2A ²	14 632 (17,500)	0 (8.5)	0 (10.0)	0 (12.5)
T3A ²	2439 (2,917)	0 (0.0)	0 (0.0)	0 (0.0)
T4A ²	8535 (10,208)	0 (9.5)	0 (9.5)	0 (13.0)
T5A ²	2439 (2,917)	0 (0.0)	0 (0.0)	0 (0.0)
(Sheet 2 of 8)				
¹ For planning purposes only.				
² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.				
³ Edges were not evaluated for load-carrying capacity.				
⁴ Was not calculated because feature was evaluated as a flexible pavement.				
⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.				

Table 3-2 (Continued)					
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹			Maintenance and Repair Alternatives for Existing Surfaces
		AC	PCC Partial Bond	PCC with no Bond	
Taxiway K (concluded)					
T6A ²	4181 (5,000)	0 (5.0)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by cleaning and sealing the medium-severity cracks. A high-quality sealer ⁵ is recommended. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
Taxiway G					
T7A ²	13 169 (15,750)	0 (0.0)	0 (0.0)	0 (0.0)	The PCI of this feature is above that required for taxiways. However, it is recommended that the joints be cleaned and sealed with a high-quality sealer ⁵ .
Taxiway A					
T8A ²	22 296 (26,667)	0 (0.0)	0 (0.0)	0 (0.0)	Same as for T7A. Also, the failed pavement area at the juncture of taxiways A and G should be repaired by correcting the subsurface drainage system and then replacing the shattered PCC slabs.
Taxiway B					
T9A ²	3693 (4,417)	178 (7.0)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium- and high-severity cracks with a high-quality crack sealant ⁵ . Because of the weathering/raveling, it is suggested that the entire surface be sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). Structural improvements are required. PCC reconstruction is recommended if this feature is considered a primary taxiway to a Class B runway.
Taxiway C					
T10C	2439 (2,917)	89 (3.5)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by full-depth patching all alligator cracked areas and also by cleaning entire surface and then seal the medium- and high-severity cracks with a high quality crack sealant ⁵ . Structural improvements are required to withstand the projected traffic.
Taxiway D					
T11A ²	9522 (11,389)	229 (9.0)	NA ⁴	See ⁴	Same as for T9A.
Taxiway E					
T12A ²	7200 (8,611)	165 (6.5)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium- and high-severity cracks with a high-quality crack sealant ⁵ . Structural improvements are required. PCC reconstruction is recommended if this feature is considered a primary taxiway to a Class B runway.
(Sheet 3 of 8)					

¹ For planning purposes only.

² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.

³ Edges were not evaluated for load-carrying capacity.

⁴ Was not calculated because feature was evaluated as a flexible pavement.

⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.

Table 3-2 (Continued)				
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹		
		AC	PCC Partial Bond	PCC with no Bond
Maintenance and Repair Alternatives for Existing Surfaces				
Taxiway F				
T13A ²	9755 (11,667)	165 (6.5)	NA ⁴	See ⁴
This feature is rated as failed and should be closed to traffic. PCC reconstruction is recommended if this feature is to withstand the projected traffic and is considered a primary taxiway to a Class B runway.				
Taxiway P				
T14C	4181 (5,000)	736 (29.0)	356 (14.0)	381 (15.0)
The PCI of this feature is below that required for taxiways and it is structurally inadequate to support the design traffic. Crack sealing and/or patching is not recommended. PCC reconstruction is recommended if this feature is to withstand the projected traffic and is considered a primary taxiway to a Class B runway.				
T15C	16 025 (19,167)	140 (5.5)	NA ⁴	See ⁴
Same as for T14C.				
Short Taxiway F				
T16C	2264 (2,708)	445 (17.5)	NA ⁴	See ⁴
The PCI of this feature is below that required for taxiways and it is structurally inadequate to support the design traffic. Crack sealing and/or patching is not recommended. PCC reconstruction is recommended if this feature is to withstand the projected traffic.				
Taxiway H				
T17C	3948 (4,722)	0 (0.0)	NA ⁴	See ⁴
Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium- and high-severity cracks with a high-quality crack sealant ⁵ . Because of the weathering/raveling, it is suggested that the entire surface be sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance).				
T18B	5295 (6,333)	127 (5.0)	NA ⁴	See ⁴
Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium- and high-severity cracks with a high-quality crack sealant ⁵ . Because of the weathering/raveling, it is suggested that the entire surface be sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). Structural improvements are required.				
T19B	697 (833)	59 (22.0)	NA	330 (13.0)
Increase the PCI to an acceptable level by cleaning entire surface and then sealing the surface with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). Structural improvements are required. Because of the indicated overlay thickness requirements, reconstruction should be considered.				
Taxiway J				
T20C	5051 (6042)	178 (7.0)	NA ⁴	See ⁴
Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium-severity cracks with a high-quality crack sealant ⁵ . Because of the weathering/raveling, it is suggested that the entire surface be sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). Structural improvements are required.				
(Sheet 4 of 8)				
¹ For planning purposes only.				
² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.				
³ Edges were not evaluated for load-carrying capacity.				
⁴ Was not calculated because feature was evaluated as a flexible pavement.				
⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.				

Table 3-2 (Continued)				
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹		
		AC	PCC Partial Bond	PCC with no Bond
Maintenance and Repair Alternatives for Existing Surfaces				
Taxiway L				
T21B	5760 (6,889)	76 (3.0)	NA ⁴	See ⁴
T22B	534 (639)	318 (12.5)	NA	254 (10.0)
T23B	1974 (2,361)	330 (13.0)	NA	254 (10.0)
T24B	2610 (3,122)	1016 (40.0)	NA	533 (21.0)
Taxiway M				
T25B	1867 (2,233)	432 (17.0)	NA	305 (12.0)
Rotary-Wing Taxiway				
T26B	1301 (1,556)	0 (0.0)	NA ⁴	See ⁴
Black Ramp				
A1B ²	28 567 (34,167)	NA	152 (6.0)	152 (6.0)
A2B ²	3008 (3,597)	NA	305 (12.0)	381 (15.0)
Brown Ramp				
A3B ²	17 651 (21,111)	368 (14.5)	NA ⁴	See ⁴
A4B ²	40 596 (48,554)	826 (32.5)	NA	445 (17.5)
(Sheet 5 of 8)				
¹ For planning purposes only.				
² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.				
³ Edges were not evaluated for load-carrying capacity.				
⁴ Was not calculated because feature was evaluated as a flexible pavement.				
⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.				

Table 3-2 (Continued)					
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹			Maintenance and Repair Alternatives for Existing Surfaces
		AC	PCC Partial Bond	PCC with no Bond	
Brown Ramp (concluded)					
A5B ²	1546 (1,850)	483 (19.0)	279 (11.0)	330 (13.0)	The PCI of this feature is above that required for aprons. Since this feature is composed of eighteen parking pads and not suited for fixed-wing parking, reconstruction is recommended. The new pavement section should be PCC with a thickness capable of withstanding the projected traffic. Increase the PCI to an acceptable level by cleaning entire surface and then sealing the medium- and high-severity cracks with a high-quality crack sealant ⁵ . Structural improvements are required. PCC reconstruction is recommended if aircraft are to be regularly parked on this feature. Same as for A6B.
A6B ²	2364 (2,827)	178 (7.0)	NA ⁴	See ⁴	
A7B ²	1650 (1,973)	140 (5.5)	NA ⁴	See ⁴	
Yellow Ramp					
A8B ²	7478 (8,944)	178 (23.0)	NA	356 (14.0)	The PCI of this feature is above that required for aprons. However, it is recommended that all medium- and high-severity cracks be cleaned and sealed with a high-quality sealer ⁵ . Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended. Same as for A8B. Increase the PCI to an acceptable level by full-depth patching all alligator cracked areas and also by cleaning entire surface and then seal the medium- and high-severity cracks with a high quality crack sealant ⁵ . Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
A9B ²	2671 (3,194)	241 (9.5)	NA	241 (9.5)	
A10B ²	3577 (4,278)	365 (25.0)	NA	356 (14.0)	
A11B ²	5433 (6,498)	254 (10.0)	NA	241 (9.5)	Same as for A8B. Increase the PCI to an acceptable level by cleaning entire surface and then seal the medium- and high-severity cracks with a high quality crack sealant ⁵ . Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
A12B ²	25 653 (30,682)	279 (11.0)	NA	241 (9.5)	
Apron 1					
A14B ²	15 294 (18,292)	0 (0.0)	0 (0.0)	0 (0.0)	The PCI of this feature is above that required for aprons. However, it is recommended that the joint sealant be removed and replaced with a high-quality sealer ⁵ .
Green Ramp					
A15B ²	36 256 (43,364)	178 (7.0)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by full-depth patching all medium- and high-severity depressions, rutted and alligator cracked areas, and also by cleaning and then sealing all the medium- and high-severity cracks with a high quality crack sealant ⁵ . The subsurface drainage system is in need of repair. Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
(Sheet 6 of 8)					
¹ For planning purposes only.					
² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.					
³ Edges were not evaluated for load-carrying capacity.					
⁴ Was not calculated because feature was evaluated as a flexible pavement.					
⁵ See TM 5-882-11/AFPM 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.					

Table 3-2 (Continued)

Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹			Maintenance and Repair Alternatives for Existing Surfaces
		AC	PCC Partial Bond	PCC with no Bond	
Green Ramp (concluded)					
A16B ²	14 283 (17,083)	178 (7.0)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by cleaning and sealing the medium-and high-severity cracks. A high-quality sealer ⁵ is recommended. All patched areas should be repaired with full-depth patching. Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
A17B ²	44 500 (53,223)	165 (6.5)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by cleaning and sealing the medium-and high-severity cracks. A high-quality sealer ⁵ is recommended. Structural improvements are required. If this feature is to withstand the project design traffic, reconstruction with PCC is recommended.
A18B ²	3484 (4,167)	838 (33.0)	394 (15.5)	419 (16.5)	Because of the density and severity of distressed PCC slabs in this feature, removal and reconstruction with PCC is recommended.
Red Ramp					
A19B ²	12 542 (15,000)	0 (0.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for aprons. However, it is recommended that the entire surface be sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are parked on this feature, reconstruction with PCC is recommended.
A20B ²	1784 (2,133)	0 (0.0)	0 (0.0)	0 (0.0)	None
A21B ²	10 933 (13,077)	0 (0.0)	NA ⁴	See ⁴	Increase the PCI to an acceptable level by sealing entire surface with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are to be parked on this feature, reconstruction with PCC is recommended.
White Ramp					
A22B ²	13 162 (15,742)	0 (0.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for aprons. However, it is recommended that the entire surface be cleaned and then sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are to be parked on this feature, reconstruction with PCC is recommended.
A23B ²	836 (1,000)	0 (0.0)	0 (0.0)	0 (0.0)	None
A24B ²	16 933 (20,252)	0 (0.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for aprons. However, it is recommended that the entire surface be cleaned and then sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are to be parked on this feature, reconstruction with PCC is recommended.
A25B ²	4912 (5,875)	0 (0.0)	0 (0.0)	0 (0.0)	None
(Sheet 7 of 8)					

¹ For planning purposes only.

² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.

³ Edges were not evaluated for load-carrying capacity.

⁴ Was not calculated because feature was evaluated as a flexible pavement.

⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.

¹ For planning purposes only.

² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.

³ Edges were not evaluated for load-carrying capacity.

⁴ Was not calculated because feature was evaluated as a flexible pavement.

⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.

Table 3-2 (Concluded)					
Feature	Area Sq m (sq yd)	Overlay Requirements, mm (in.) ¹			Maintenance and Repair Alternatives for Existing Surfaces
		AC	PCC Partial Bond	PCC with no Bond	
Blue Ramp					
A26B ²	13 760 (16,458)	0 (0.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for aprons. However, it is recommended that the entire surface be cleaned and then sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are to be parked on this feature, reconstruction with PCC is recommended.
A27B ²	836 (1,000)	0 (0.0)	0 (0.0)	0 (0.0)	The PCI of this feature is above that required for aprons. However, it is recommended that the cracks be cleaned and sealed with a high-quality sealer ⁵ .
South Holding Apron					
A28B ²	11 293 (13,507)	NA	152 (6.0)	203 (8.0)	The PCI of this feature is above that required for aprons. However, it is recommended that the joint sealant be removed and replaced with a high-quality sealer ⁵ . Structural improvements are required to withstand the projected traffic.
North Holding Apron					
A29B ²	11 346 (13,570)	0 (0.0)	0 (0.0)	0 (0.0)	None.
Apron 2					
A30B ²	7293 (8,722)	102 (4.0)	NA ⁴	See ⁴	The PCI of this feature is above that required for aprons. However, it is recommended that the entire surface be cleaned and then sealed with an approved bituminous pavement sealer (see the PCASE on-line FACT SHEET web site for product guidance). If aircraft are to be parked on this feature structural improvements are required. Reconstruction with PCC is recommended.
(Sheet 8 of 8)					
¹ For planning purposes only.					
² UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.					
³ Edges were not evaluated for load-carrying capacity.					
⁴ Was not calculated because feature was evaluated as a flexible pavement.					
⁵ See TM 5-882-11/AFP 88-6, Chapter 7 (Headquarters, Departments of the Army and Air Force 1993) for guidance.					

Table 3-3 Maintenance, Repair, and Major Repair Alternatives for Airfield Pavements, Flexible																			
Distress Type	Maintenance					Repair							Major Repair						
	Seal Minor Cracks	Repair Pot- Holes	Partial- Depth Patching	Apply Rejuve- nators ¹	Seal Major Cracks	Full- Depth Patching	Micro- Surfacing	Slurry Seal ²	Thin AC Overlays ³	Surface Milling	Grooving	Porous Friction Course	Repair Drainage Facilities ⁴	Surface Recycling	AC Structural Overlay ³	PCC Structural Overlay	Remove Existing Surface and Reconstruct	Hot Recycle	Cold Recycle
Alligator cracking	L	M,H	M			M,H	L	L					L,M,H		M,H	M,H	H		
Bleeding										A				A			A	A	
Block cracking	L,M			L	M,H		L,M	L						M	M,H			M,H	M,H
Corrugation			L,M			L,M,H	L,M		M,H	L,M							M,H		
Depression			L,M,H			M,H	L		M,H				L,M,H				H		
Jet blast				A		A	A		A										
Reflection cracking	L,M				M,H		L,M	L							M,H			H	
Longitudinal and transverse cracking	L,M				M,H		L,M	L							M,H			H	
Oil spillage			A			A			A	A				A			A	A	
Patching	L,M		M		M	M,H									M,H		H	H	
Polished aggregate							A	A	A	A	A	A		A					
Raveling/weathering		M,H		L,M		M	L,M	L	M,H	M				M,H		H	H	M,H	
Rutting			L,M			L,M,H	L						L,M,H		M,H	H	H	M,H	
Shoving			L			L,M				L,M							M,H	M,H	
Slippage cracking	A		A		A	A									A		A	A	
Swell			L,M			M,H				L,M			L,M,H				H		

Note: L = low severity level; M = medium severity level; H = high severity level; A = no severity levels for this distress.

1 Not to be used on high speed areas due to increased skid potential.

2 Not to be used on heavy traffic areas.

3 Patch distressed areas prior to overlay.

4 Drainage facilities to be repaired as needed.

Note: L = low severity level; M = medium severity level; H = high severity level; A = no severity levels for this distress.

¹ Not to be used on high speed areas due to increased skid potential.

² Not to be used on heavy traffic areas.

³ Patch distressed areas prior to overlay.

⁴ Drainage facilities to be repaired as needed.

Table 3-4 Maintenance, Repair, and Major Repair Alternatives for Airfield Pavements, Rigid																	
Distress Type	Maintenance							Repair							Major Repair		
	Seal Minor Cracks	Joint Seal	Partial Patch	Epoxy Patch	Seal Major Cracks	Full-Depth Patch	Under Sealing	Slab Grinding	Surface Milling	AC Overlay	PCC Overlay	Slab Replacement	Crack & Seal with AC Structural Overlay	AC Overlay w/ Geotextile	Repair/Install Surface/Subsurface Drainage System ¹	PCC Recycling	Remove Existing PCC and Reconstruct
Blowup			L,M			M,H						H					
Corner break	L			M,H	M,H	M,H						H					
Longitudinal/Transverse/ Diagonal cracking	L,M				M,H					H		H	M,H	H	L,M,H	H	H
D cracking	L		M,H		M,H	H						H				H	H
Joint seal damage		M,H															
Patching (small) <5 ft²	L,M		M	L,M	M,H	M,H						H					
Patching/utility cut	L,M		M	L,M	M,H	M,H						H					H
Popouts ²				A						A	A						
Pumping	A	A			A		A								A		
Scaling/map cracking			M,H					M,H		M,H	M,H						
Fault/settlement		L,M					M,H	L,M	M,H								
Shattered slab	L				L,M					M,H	M,H	M,H		H	L,M,H	H	H
Shrinkage crack ³																	
Spalling (joints)		L	L,M	L,M,H	M,H	M,H											
Spalling (corner)			L,M	L,M	M,H	M,H											

Note: L = low severity level; M = medium severity level; H = high severity level; A = no severity levels for this distress.

¹ Drainage facilities to be repaired as needed.

² Popouts normally do not require maintenance.

³ Shrinkage cracks normally do not require maintenance.

Note: L = low severity level; M = medium severity level; H = high severity level; A = no severity levels for this distress.

¹ Drainage facilities to be repaired as needed.

² Popouts normally do not require maintenance.

³ Shrinkage cracks normally do not require maintenance.

Table 3-5 Airfield Pavements M&R Cost Estimating Guide								
Item	Description	U/M	Unit Cost (\$)					
			FY00	FY01	FY02	FY03	FY04	FY05
1	Remove/replace 10 in. PCC w/14 in. PCC including 6 in. base	SY	71.32	73.10	74.92	76.80	78.71	80.68
2	PCC Construction	SY-IN	3.64	3.73	3.87	3.92	4.02	4.12
3	Remove/replace 6 in. Bituminous Pavement w/14 in. PCC including 6 in. base	SY	65.38	67.01	68.69	70.41	72.17	73.97
4	Asphalt Concrete Overlay							
	-- Airfield Mix	TONS	50.34	51.60	52.89	54.21	55.57	56.95
		SY-IN	2.14	2.20	2.27	2.33	2.40	2.48
	-- Highway Mix	TONS	46.36	47.52	48.71	49.92	51.17	52.45
		SY-IN	2.52	2.58	2.65	2.71	2.78	2.85
5	Joint Resealing (JFR)	LF	2.14	2.19	2.25	2.30	2.36	2.42
6	Joint Resealing (NON - JFR)	LF	1.90	1.95	2.00	2.05	2.10	2.15
7	Crack Routing/Sealing (PCC)	LF	2.63	2.70	2.76	2.83	2.90	2.97
8	Neoprene Compression Joint Seal							
	-- Saw Cutting Only	LF	1.33	1.36	1.40	1.43	1.47	1.50
	-- Lubrication, Furnish and Install Compression Seal							
	-- 1/2-in. wide joint	LF	3.30	3.38	3.47	3.55	3.64	3.73
	-- 5/8-in. wide joint	LF	3.66	3.75	3.85	3.94	4.04	4.14
	-- 3/4-in. wide joint	LF	4.49	4.60	4.72	4.84	4.96	5.09
9	Spall Repairs (Epoxy-Bonded PCC)	SF	25.30	25.93	26.58	27.25	27.93	28.63
10	PCC Pavement Removal (To Base Course) T < 12 in.	SY-IN	1.01	1.04	1.06	1.09	1.12	1.15
11	PCC Pavement Removal (To Base Course) T > 12 in.	SY-IN	1.39	1.46	1.50	1.53	1.57	1.61
12	Asphalt Pavement Removal (to base course)	SY-IN	0.92	0.94	0.97	0.99	1.01	1.04
13	Base/Subgrade Removal	SY-IN	0.61	0.63	0.64	0.66	0.66	0.69
14	Asphalt Milling/Profiling/Grinding (Cold)							
	-- up to 1-in. depth	SY	1.56	1.60	1.64	1.68	1.72	1.77
	-- up to 2-in. depth	SY	2.26	2.32	2.37	2.43	2.49	2.55
	-- up to 3-in. depth	SY	2.38	2.44	2.50	2.56	2.62	2.69
	-- up to 4-in. depth	SY	2.50	2.56	2.63	2.69	2.76	2.83
	-- small difficult jobs (hard agg. etc.)	SY-IN	2.97	3.04	3.12	3.20	3.28	3.36
15	PC Concrete Grinding/Profiling (Normally 1/2 in. is max Feasible)	SY-IN	19.02	19.50	19.98	20.48	20.99	21.52
16	Heater-Scarification (3/4—in.) – rejuvenation	SY	1.32	1.35	1.39	1.42	1.46	1.49
17	Cold Recycling 6 in. AC with 4-in.-thick AC O/L	SY	17.46	17.90	18.34	18.80	19.27	19.75
18	Slurry Seal	SY	1.57	1.61	1.65	1.69	1.73	1.78
(Continued)								

Table 3-5 (Concluded)								
Item	Description	U/M	Unit Cost (\$)					
			FY00	FY01	FY02	FY03	FY04	FY05
19	Micro-Surfacing	SY	2.26	2.32	2.37	2.43	2.49	2.55
20	Single Bituminous Surface Treatment	SY	1.90	1.95	2.00	2.05	2.10	2.15
21	Double Bituminous Surface Treatment	SY	2.75	2.82	2.89	2.96	3.03	3.11
22	Rubberized Coal Tar Pitch Emulsion Sand Slurry Surface Treatment	SY	1.72	1.76	1.81	1.85	1.90	1.94
23	Rubberized Coal Tar Pitch Emulsion (No Aggregate)	SY	1.13	1.16	1.19	1.22	1.25	1.28
24	Fog Seal	SY	0.77	0.79	0.81	0.83	0.85	0.87
25	Rubberized Asphalt Systems	SY	4.40	4.51	4.62	4.74	4.86	4.98
	-- Stress Absorbing Membrane (SAM) Interlayer							
	-- SAM Seal Coat (uncoated chips)							
	-- SAM Seal Coat (precoated chips)	SY	4.64	4.76	4.87	5.00	5.13	5.25
		SY	4.99	5.11	5.24	5.37	5.50	5.64
26	Reinforcing Fabric Membranes (including tack coat)	SY	2.47	2.53	2.60	2.66	2.73	2.79
27	Elastomeric Inlay installed in Existing PCC, Complete (2 ft Wide X 100 ft Long X 2 in. Deep)	EA	25.0K	25.6K	26.3K	26.9K	27.6K	28.3K
28	PC Concrete Inlay (20 ft X 120 ft X 12 in. in Asphalt Pavement)	EA	17.8K	18.2K	18.7K	19.2K	19.7K	20.2K
29	Runway Grooving	SY	1.90	1.95	2.00	2.05	2.10	2.15
	-- Asphalt Concrete Pavement							
	-- Portland Concrete Pavement	SY	4.16	4.26	4.37	4.48	4.59	4.71
30	Runway Rubber Removal (High Pressure Water Blasting Method)	SF	0.059	0.060	0.062	0.063	0.065	0.066
31	Paint Removal	SF	0.059	0.060	0.062	0.063	0.065	0.066
	-- Partial Removal (Remove only loose, flaking, or poorly bonded paint)							
	-- Complete Removal (Using High Pressure water with sand injection)							
		SF	0.69	0.70	0.72	0.74	0.76	0.78
32	Airfield Marking	SF	0.46	0.47	0.48	0.50	0.51	0.53
	-- Reflectorized							
	-- Non-Reflectorized	SF	0.26	0.27	0.27	0.28	0.29	0.29
33	Street Marking	SF	0.33	0.34	0.35	0.36	0.37	0.38
	-- Reflectorized							
	-- Non-Reflectorized	SF	0.21	0.22	0.22	0.23	0.24	0.24
34	Random Slab Replacement	EA	1.2K	1.2K	1.3K	1.3K	1.3K	1.4K
	-- 12 ft by 12 ft by 12-in. thick							
	-- 25 ft by 25 ft by 12-in. thick							
	-- 25 ft by 25 ft by 18-in. thick							
	-- 25 ft by 25 ft slab							
		EA	4.8K	4.9K	5.0K	5.2K	5.3K	5.5K
		EA	7.1K	7.3K	7.5K	7.6K	7.8K	8.0K
		SY-IN	5.56	5.70	5.84	5.99	6.14	6.29
35	Soil Cement Stabilization (10 percent by weight)	SY-IN	0.50	0.51	0.53	0.54	0.55	0.57

4 Conclusions

The maintenance and rehabilitation alternatives discussed in Chapter 3 and summarized in Table 3-2 should be performed as soon as possible to retain the full benefit of the structural capacity of the existing pavements. The M & R alternatives suggested for the existing surfaces were selected from the alternatives listed for the various distresses shown in Tables 3-3. In many instances the performance of a specific alternative is dependent upon local conditions and contractors.

The operational ACN for the airfield rigid pavement facilities is 49/R/B/W/T and for the flexible pavement facilities 50/F/A/W/T/. PCNs for each facility are shown in Illustration 1. ISR ratings based on the ACN/PCN ratios and the PCIs of each respective facility are shown in Illustration 2.

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Appendix A

Background Data

Description of the Airfield

LAAF is located in the west part of Fort Benning in Chattahoochee County, GA. It is approximately 12.9 km (8 miles) south of Columbus, GA, on the east bank flood plain of the Chattahoochee River at an elevation 69 m (225 ft) above sea level. The airfield is located physiographically in the east section of the Gulf Coastal plain Province. The soils are of alluvial and residual origin consisting of mostly silty and clayey sand. The principal soil types of the airfield site are classified as lean clays (CL), Silty sand (SM), and clayey sand (SC) under the Unified Soil Classification System.

The airfield is situated on the banks of the Chattahoochee River. The airfield site is drained by a system of catch basins and storm sewers which discharge into open drainage ditches near the perimeter of the airfield.

A layout of the airfield is shown in Figure A1. Pavement feature identifications and locations are shown in Figure A2. In July 2001 the airfield consisted of one active runway (15-33), one inactive runway (03-21), one rotary-wing runway, two parallel taxiways (Taxiway K and A), a primary parking apron (Black Ramp), two holding aprons, and several flexible and rigid parking aprons with connecting taxiways and access pavements. Runway 15-33 was 2499 m (8,200 ft) long and 46 m (150 ft) wide; Runway 03-21 was 1,798 m (5,900 ft) long and 46 m (150 ft) wide.

The climatological data used herein were obtained from the weather station at Fort Benning, Lawson AAF, GA. The annual rainfall in the area is about 1219 mm (48 in.) and the annual snowfall is 10 mm (0.4 in.). The maximum and minimum temperatures were 42°C and -18°C (107°F and 0°F), respectively. Temperature and precipitation data are summarized in Table A1.

Previous Reports

Pertinent data for use in this evaluation were extracted from the previous reports listed below:

- a. U.S. Army Engineer Waterways Experiment Station, "Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper GL-97-12, July 1997, Vicksburg, MS.
- b. U.S. Army Engineer Waterways Experiment Station, "Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper GL-93-21, October 1993, Vicksburg, MS.
- c. U.S. Army Engineer Waterways Experiment Station, "Condition Survey, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper GL-88-19, July 1988, Vicksburg, MS.
- d. U.S. Army Engineer Waterways Experiment Station, "Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper GL-85-5, March 1985, Vicksburg, MS.
- e. U.S. Army Engineer Waterways Experiment Station, "Condition Survey, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper S-69-19, May 1972, Vicksburg, MS.
- f. U.S. Army, Savannah District, "Army Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," June 1967, Savannah, GA.
- g. U.S. Army, Savannah District, "Army Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia, and Appendix A: Studies Made for Evaluation" June 1967, Savannah, GA.
- h. U.S. Army Engineer Waterways Experiment Station, "Army Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," Miscellaneous Paper No. 4-411, September 1960, Vicksburg, MS.
- i. U.S. Army Engineer Waterways Experiment Station, "Army Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia, and Appendix A: Studies Made for Evaluation," Miscellaneous Paper No. 4-411, September 1960, Vicksburg, MS.
- j. U.S. Army Engineer Waterways Experiment Station, "Army Airfield Pavement Evaluation, Lawson Army Airfield, Fort Benning, Georgia," Technical No. 3-466, Report 9, August 1958, Vicksburg, MS.
- k. U.S. Army Engineer Waterways Experiment Station, "Condition Survey, Report No. 3, Lawson Air Force Base, Fort Benning, Georgia," Miscellaneous Paper No. 4-3, November 1952, Vicksburg, MS.
- l. U.S. Army, Mobile District, "Airfield Pavement Capacities Study for Lawson Field, Fort Benning, Georgia," August 1944, Mobile, AL.

Design and Construction History

The original pavements at LAAF were constructed during the period July 1941 through May 1943. Upgrading of the pavements, including new construction for strengthening of existing facilities, was performed at various periods from 1948 through 1994. Design wheel loads were not available for the pavements constructed before 1958. The pavements constructed during the period 1958-1960 were designed to support a single-wheel load of 9,979 kg (22,000 lb) with a tire pressure of 1.38 MPa (200 psi). The reconstruction or strengthening in 1966 was designed for a 45,359 kg (100,000 lb) gear load on twin wheels spaced 952.5 mm (37.5 in.) apart. Table A2 presents the history of the major construction activities at LAAF. Table A3 contains a summary of the physical property data of the various pavement features.

The major construction projects at LAAF are summarized as follows:

- a. *1940-1941 construction.* The original parking apron (Brown Ramp) was paved by the Quartermaster Corps with 203-152-152-203 mm (8-6-6-8 in.) PCC. No detailed construction records are available for this construction.
- b. *1941-1943 construction.* The runways, taxiways, and parking apron, except for the original parking apron, were constructed during this period under the supervision of the Mobile District, Corps of Engineers. The original parking apron extension (Brown Ramp), Yellow ramp (A8B), and parking Apron 2 (Brown ramp) were constructed of 203-152-152-203 mm (8-6-6-8 in.) PCC on a clayey sand fill material of variable thickness. The extension to the parking apron was designed for 254-178-178-245 mm (10-7-7-10 in.) PCC on 152 mm (6 in.) of clayey sand base course. The runways, except for 90 m (300 ft) on each end, and Taxiway C were designed for 51 mm (2 in.) of AC on 203 mm (8 in.) of sand clay base. Turning pads, 90 m (300 ft) long, on each end of the runways were constructed of 203-152-152-203 mm (8-6-6-8 in.) PCC. Taxiway D, E, F, H, and L were constructed of 38 mm (1.5 in.) AC on a keystone course of 203 mm (8 in.) of sand clay base course.
- c. *1948 construction.* In 1948, approximately 1500 sq ft (sta 3+00 to 18+00 ft) of the flexible pavement on the southwest end of the Runway 03-21 was removed and the underlying material undercut to a depth of about 1.7 m (5.5 ft). The area was backfilled with 991 mm (39 in.) of silty sand, 584 mm (29 in.) of slag, and 102 mm (4 in.) AC.
- d. *1950-1951 construction.* Runway 15-33 and taxiways H and L were overlaid with 152 mm (6 in.) slag and 51 mm (2 in.) AC during this period. In areas where the original pavement and base course had failed, the unsatisfactory pavement and base course were removed and replaced with slag before the overlay was placed.
- e. *1951-1952 construction.* During this period Runway 15-33 was extended 689 m (2,260 ft) to the southeast and Taxiway J and a portion

of Taxiway K were constructed. The pavement was designed for 51 mm (2 in.) AC, 152 mm (6 in.) water-bound macadam (slag) base course, and 254 mm (10 in.) of sand-clay subbase. Select borrow material was used in areas of fill and in areas where unsatisfactory subgrade material was encountered. Taxiways H, J, K, L, and the original portion of Runway 15-33 were sealed with a bituminous seal coat on the taxiways and a fine crushed stone aggregate was used on the runway.

- f. *1958-1960 construction.* Facilities constructed during this period included Apron 1 (A14B), Red Ramp (A19B and A21B), White Ramp (A22B, A24B and A25B) and Taxiway K (T2A).
- g. *1963-1964 construction.* The Blue Ramp (A26B) and Apron 2 were constructed 51 mm (2 in.) AC surface course and 152 mm (6 in.) stabilized aggregate base course. Fifteen 203 mm (8 in.), 6 m (20 ft) by 9 m (30 ft) PCC helipads (A27B) were constructed in the Blue Ramp.
- h. *1966 construction.* During this period Runway 15-33 was extended 617 m (2,024 ft) to the southwest and the north 305 m (1,000 ft) was reconstructed with PCC (R1A and R2A). Taxiway K was extended to the southwest (T1A) and reconstructed (T2A, T3A, T4A, and T5A). Taxiway A, and Taxiway G, North and South Hold Aprons, and Black Ramp (A1B) were constructed with PCC. The Brown Ramp (A3B) was extended to the north. Short Taxiway F and the rotary-wing runway and taxiway was constructed with 51 mm (2 in.) AC surface course, 152 mm (8 in.) crushed aggregate base course, and 203 mm (8 in.) sand clay subbase.
- i. *1967 maintenance and repair.* A 25 mm (1 in.) AC overlay was placed on the entire length of Runway 03-21. Taxiway E (T12A) and Taxiway D (T11A) were sealed with an emulsified asphalt slurry. A bituminous seal coat and a 44 mm (1.75 in.) AC overlay were placed on Taxiway H (T18B and T19B) and Taxiway L (T21B, T22B, T23B, and T24B).
- j. *1970-1971 maintenance and repair.* A bituminous seal coat and a 38 mm (1.5 in.) AC overlay were placed on portions of the Brown Ramp (A4B) and portions of the Yellow Ramp (A8B, A9B, A10B, A11B, and A12B) Taxiway F was reconstructed with 25 mm (1 in.) AC surface course, 38 mm (1.5 in.) AC binder course, 203 mm (8 in) base course, and 102 mm (4 in.) of subbase.
- k. *1977-1978 maintenance and repair.* Rubber deposits were removed from the touch-down areas on Runway 15-33. Either vegetation was removed and cracks were cleaned and sealed, or fuel-damaged pavement was removed and patched with AC which was then sealed with a fuel-resistant sealer for the following features: Runway 15-33 (R3C, R4C, R5C, R6C, R7C, R8C and R9C), Runway 03-21 (R5A, R16A, and R17C and R18C south of Runway 15-33), rotary-wing runway and taxiway (R22B and T26B), Taxiway K (T6A), Taxiway B (T9A), Taxiway C

(T10C), Taxiway F (T13A), Taxiway H (T17C), Brown Ramp (A3B, A4B and A6B), Yellow Ramp (A7B, A8B, A9B, A10B, A11B, and A12B), Red Ramp (A19B and A21B), White Ramp (A22B and A24B), and Blue Ramp A26B). The vegetation was removed from the cracks, a bituminous slurry seal applied to the surface and a 51 mm (1 in.) thick AC overlay was placed on the following: Taxiway H (T18B), Taxiway L (T21B and T22B), Taxiway M (T25B) and the Green Ramp (A16B). Vegetation was removed from the cracks and a bituminous slurry seal applied to the surface on the following: Taxiway D (T11A), Taxiway E (T12B), Taxiway P (T15C), and the Blue Ramp (A26B). Maintenance projects such as removal of vegetation, removal and replacement of deteriorated pavement, crack sealing, and placement of a 25 mm (1 in.) AC overlay were performed on the Yellow Ramp (A13B), Green Ramp (A15B and A17B) and Apron 2 (A30B).

- l. *1979 maintenance and repair.* A 51 mm (2 in.) AC overlay was placed on Runway 03-21 (R15A, R16A, R17C, R18C, R19C, and R20A), and a 38 mm (1.5 in) AC overlay was placed on Taxiway D (T11A), Taxiway E (T12A), Taxiway P (T15C) Taxiway H (T17C), and Taxiway K (T6A).
- m. *1981 maintenance and repair.* Rubber deposits were removed from the touch-down areas on Runway 15-33. AC overlays 32 mm (1.25 in.) were placed on the rotary-wing runway (R22B) and taxiway (T26B), Red Ramp (A19B and A21B), White Ramp (A22B and A24B) and Blue Ramp (A26B). AC overlays 38 mm (1.5 in.) were placed on portions of Taxiway L (T24B) and Taxiway M (T25B) and portions of the Yellow Ramp (A7B, A8B, A9B, and A11B). Twelve 203 mm (8 in.), 12 m (40 ft) by 12 m (40 ft) PCC helipads (A20B) were constructed in the Red Ramp and fifteen 203 mm (8 in), 6 m (20 ft) by 9 m (30 ft) PCC helipads (A23B) were constructed in the White Ramp.
- n. *1986 maintenance and repair.* A 76 mm (3 in.) AC overlay was placed on Runway 15-33 (R8C and R9C) and a 38 mm (1.5 in.) AC overlay was placed on Runway 15-33 (R3C and R4C). A seal coat was placed on the remaining AC portions of Runway 15-33 and all of Runway 03-21.
- o. *1994 maintenance and repair.* During this period the center 15 m (50 ft) of Runway 15-33 from station 0+00 to 10+00 was removed and replaced with 457 mm (18 in.) of PCC and a 152 mm (6 in.) bonded PCC overlay was placed on the outer 15 m (50 ft) edges. A 102 mm (4 in.) AC overlay was placed on Runway 15-33 from station 10+00 to 72+00.

Traffic History

The airfield manager provided traffic records for LAAF at the time of this evaluation for the 1-year period January 2000 through December 2000. These records indicate that the airfield is utilized by both fixed-wing and rotary-wing

aircraft. The airfield was divided into two primary traffic regions, fixed-wing (airfield) and rotary-wing (heliport) for evaluation purposes. It should be noted that fixed-wing portion of the airfield are subjected to both fixed-wing and rotary-wing traffic, while the heliport supports only rotary-wing aircraft operations. Frequencies of operation for the various aircraft are well-defined by accurate records presented in Table A4. As shown in Table A4, the primary fixed-wing aircrafts are the C-17, C-141, and C-130. The rotary-wing aircraft using the airfield and heliport is the UH-60 and CH-47. According to the LAAF Operations Office personnel, the day-to-day traffic presented in Table A4 is representative and is not expected to increase significantly during the remaining life of the pavement.

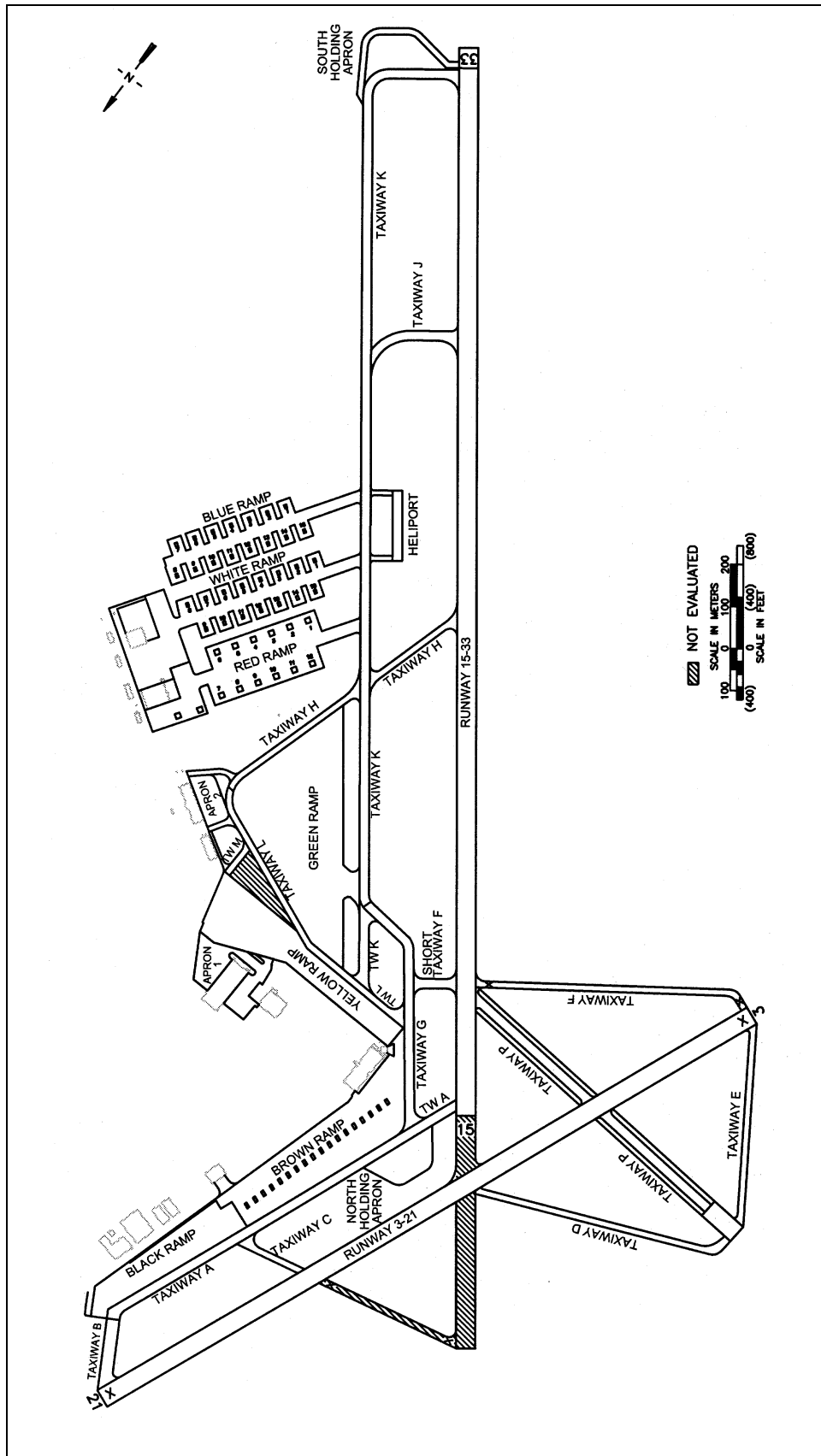


Figure A1. Layout of airfield and facility identifications

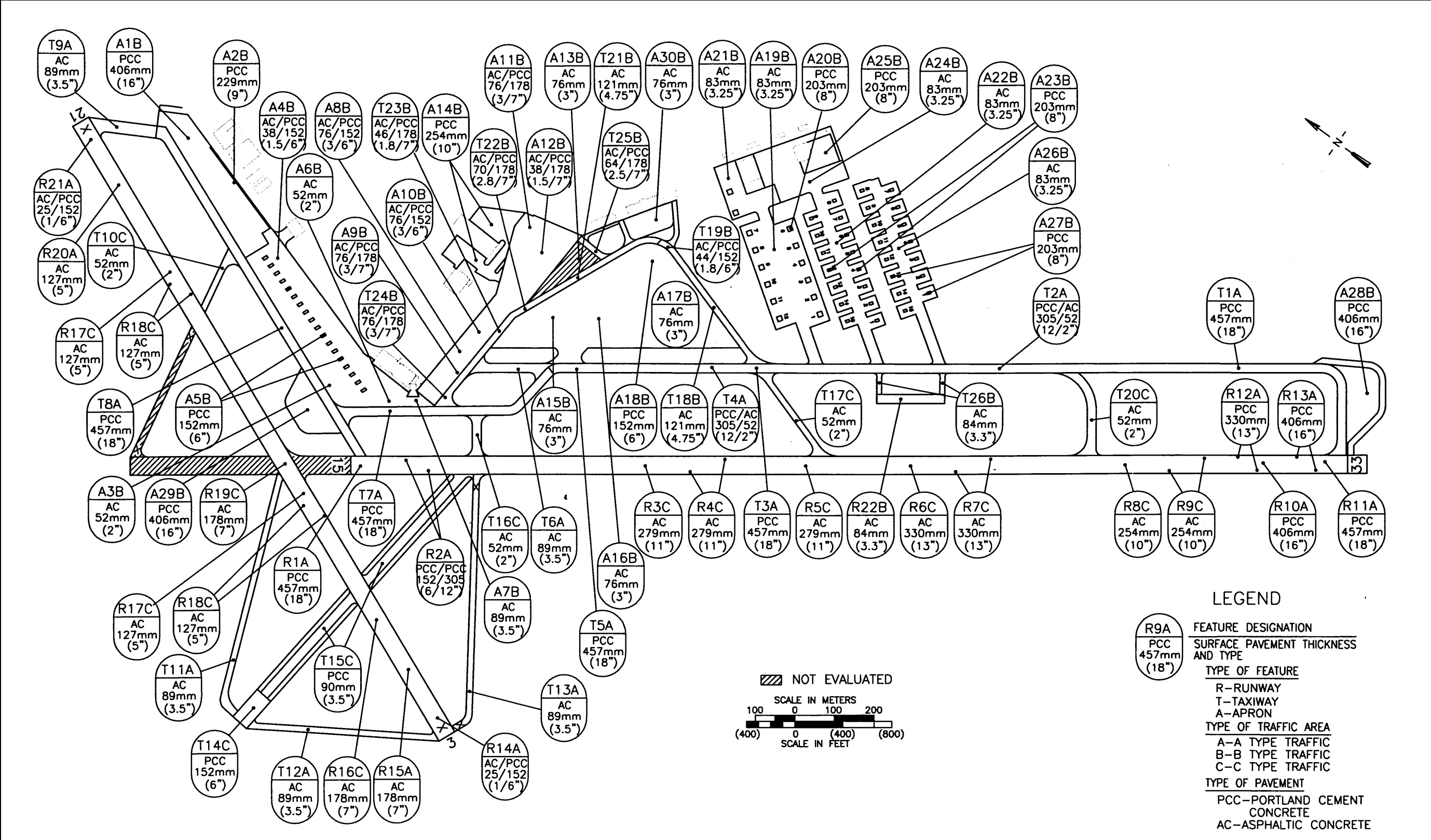


Figure A2. Pavement feature identification and locations

Table A1 Climatological Data Summary													
	J	F	M	A	M	J	J	A	S	O	N	D	YRS REC
Temperature, °C (°F)													
Highest	29 (84)	28 (83)	32 (90)	34 (93)	37 (99)	41 (105)	42 (107)	41 (105)	38 (101)	37 (99)	31 (87)	29 (84)	42 (107) 61
Mean Daily Max	14 (58)	17 (62)	21 (69)	25 (77)	29 (84)	32 (90)	33 (91)	33 (91)	30 (86)	26 (78)	20 (68)	16 (60)	24 (76) 61
Mean	8 (47)	10 (50)	14 (57)	18 (64)	23 (72)	26 (79)	27 (81)	27 (81)	24 (76)	19 (66)	13 (56)	9 (49)	18 (65) 61
Mean Daily Min	2 (36)	3 (38)	7 (44)	11 (51)	16 (60)	20 (68)	22 (71)	21 (70)	18 (65)	12 (53)	6 (43)	3 (37)	12 (53) 61
Lowest	-18 (0)	-13 (7)	-9 (16)	-2 (29)	3 (37)	8 (47)	13 (55)	14 (57)	3 (38)	-3 (26)	-11 (12)	-15 (5)	-18 (0) 61
Precipitation, mm (in.)													
Mean	109 (4.3)	112 (4.4)	142 (5.6)	104 (4.1)	91 (3.6)	97 (3.8)	137 (5.4)	99 (3.9)	84 (3.3)	53 (2.1)	84 (3.3)	117 (4.6)	1 232 (48.5) 61
Snowfall, mm (in.)													
Mean	3 (0.1)	5 (0.2)	#	0	0	0	0	0	0	0	#	3 (0.1)	10 (0.4) 61
Relative Humidity, %													
Mean 0600 LST 1600 LST	80 50	81 46	83 44	87 42	90 48	89 51	90 55	92 55	89 52	85 46	83 48	81 50	86 49 61
Source of data: www.afccc.af.mil/climo Fort Benning, Georgia # Denotes less than 1 mm (0.05 in.).													

Table A2
Construction History

Pavement Facility (Feature)	Surface Pavement		Construction Date	Agency
	Thickness, mm (in.)	Type		
Fixed-Wing Facilities				
Runway 15-33				
R1A, R2A, R3C and R4C	254 (10.0) ²	AC	1941-1943	CE
R5C	154 (6.0) ³	PCC	1941-1943	CE
R1A, R2A, R3C, R4C and R5C	203 (8.0) ⁴	AC	1950-1951	CE
R5C	457 (18.0) ²	AC	1951-1952	CE
R1A	305 (12.0) ⁴	PCC	1966	CE
R2A	279 (11.0) ⁴	PCC	1966	CE
R3C, R4C and R5C	127 (5.0) ⁴	AC	1966	CE
R3C	38 (1.5) ⁴	AC	1986	CE
R6C and R7C	178 (7.0) ⁴	AC	1966	CE
R5C, R6C and R7C	-- ⁵	SS	1986	CE
R8C and R9C	610 (24.0) ²	AC	1966	CE
R8C and R9C	76 (3.0) ⁴	AC	1986	CE
R10A and R13A	406 (16.0)	PCC	1966	CE
R11A	457 (18.0)	PCC	1966	CE
R12A	330 (13.0)	PCC	1966	CE
R1A	102 (18.0) ⁶	PCC	1994	CE
R2A	152 (6.0) ⁴	PCC	1994	CE
R3C, R4C, R5C, R6C, R7C, R8C and R9C	102 (4.0) ⁴	AC	1994	CE
Runway 03-21				
R14A and R21A	152 (6.0) ³	PCC	1941-1943	CE
R17C, R19C, and R20A	254 (10.0) ²	AC	1941-1943	CE
R15A and R16A	686 (27.0) ²	AC	1948	CE
R19C	203 (8.0) ⁴	AC	1950-1951	CE
R14A, R15A, R16A, R17C, R19C, R20A, and R21A	25 (1.0) ⁴	AC	1967	CE
R15A, R16A, R17C, R19C, and R20A	51 (2.0) ⁴	AC	1979	CE
R14A, R15A, R16A, R17C, R19C, R20A, and R21A	-- ⁵	SS	1986	CE
Taxiway K				
T6A and T4A	406 (16.0) ²	AC	1951-1952	CE
T2A	406 (16.0) ²	AC	1959-1960	CE
T1A, T3A, and T5A	457 (18.0)	PCC	1966	CE
T2A and T4A	305 (12.0) ⁴	PCC	1966	CE
T6A	38 (1.5) ⁴	AC	1979	CE
Taxiway G				
T7A	406 (18.0)	PCC	1966	CE
Taxiway A				
T8A	254 (10.0)	PCC	1966	CE
Taxiway B				
T9A	457 (18.0) ²	AC	1941-1943	CE
T9A	38 (1.5) ⁴	AC	1979	CE
Taxiway C				
T10C	254 (10.0) ²	AC	1941-1943	CE
Taxiway D				
T11A	25 (10.0) ²	AC	1941-1943	CE
T11A	38 (1.5) ⁴	AC	1979	CE
Taxiway E				
T12A	25 (10.0) ²	AC	1941-1943	CE
T12A	38 (1.5) ⁴	AC	1979	CE
(Sheet 1 of 3)				
¹ CE = U.S. Army Corps of Engineers; QM = Quarter Master Corps.				
² Thickness includes AC, base, and subbase.				
³ Edges thickened to 8 in.				
⁴ Overlay pavement.				
⁵ Slurry seal - nominal thickness.				
⁶ Reconstructed.				

Table A2 (Continued)				
Pavement Facility (Feature)	Surface Pavement		Construction Date	Agency
	Thickness, mm (in.)	Type		
Fixed-Wing Facilities				
Taxiway F				
T13A	368 (14.5) ²	AC	1971	CE
T13A	25 (1.0) ⁴	AC	1981	CE
Taxiway P				
T14C	152 (6.0) ³	PCC	1941-1943	CE
T15C	254 (10.0) ²	AC	1941-1943	CE
T15C	38 (1.5) ⁴	AC	1979	CE
Taxiway Short F				
T16C	406 (16.0) ²	AC	1966	CE
Taxiway H				
T17C and T18B	254 (10.0) ²	AC	1941-1943	CE
T19B	152 (6.0) ³	PCC	1941-1943	CE
T17C and T18B	203 (8.0) ⁴	AC	1950-1951	CE
T18B and T19B	45 (1.75) ⁴	AC	1967	CE
T18B	25 (1.0) ⁴	AC	1978	CE
T17C	38 (1.5) ⁴	AC	1979	CE
Taxiway J				
T20C	381 (15.0) ²	AC	1951-1952	CE
Taxiway L				
T21B	254 (10.0) ²	AC	1941-1943	CE
T22B, T23B, and T24B	178 (7.0) ⁵	PCC	1941-1943	CE
T21B	203 (8.0) ⁴	AC	1950-1951	CE
T21B, T22B, T23, and T24B	45 (1.75) ⁴	AC	1967	CE
T21B and T22B	25 (1.0) ⁴	AC	1978	CE
T24B	38 (1.5) ⁴	AC	1981	CE
Taxiway M				
T25B	178 (7.0) ⁵	PCC	1941-1943	CE
T25B	25 (1.0) ⁴	AC	1978	CE
T25B	38 (1.5) ⁴	AC	1979	CE
Black Ramp				
A1B	406 (16.0)	PCC	1966	CE
A2B	229 (9.0)	PCC	1966	CE
Brown Ramp				
A4B	152 (6.0)	PCC	1940-1943	QM&C
A6B	254 (10.0) ²	AC	1940-1943	E
A6B	203 (8.0) ³	AC	1950-1951	CE
A3B	254 (10.0) ²	AC	1966	CE
A4B	38 (1.5)	AC	1970	CE
A5B	152 (6.0)	PCC	Unknown	CE
Yellow Ramp				
A8B and A10B	152 (6.0) ³	PCC	1941-1943	CE
A9B, A11B and A12B	178 (7.0)	PCC	1941-1943	CE
A7B	254 (10.0) ³	AC	1966	CE
A8B, A9B, A10B, A11B, and A12B	38 (1.5) ⁴	AC	1970	CE
A13B	25 (1.0) ⁴	AC	1978	CE
A7B, A8B, A9B, and A11B	38 (1.5) ⁴	AC	1981	CE
Apron 1				
A14B	254 (10.0)	PCC	1958-1959	CE
(Sheet 2 of 3)				
¹ CE = U.S. Army Corps of Engineers; QM = Quarter Master Corps.				
² Thickness includes AC, base, and subbase.				
³ Edges thickened to 8 in.				
⁴ Overlay pavement.				
⁵ Slurry seal - nominal thickness.				
⁶ Reconstructed.				

Table A2 (Concluded)				
Pavement Facility (Feature)	Surface Pavement		Construction Date	Agency
	Thickness, mm (in.)	Type		
Fixed-Wing Facilities				
Green Ramp				
A18B	152 (6.0)	PCC	1941-1943	CE
A16B	254 (10.0) ²	AC	1941-1943	CE
A15B and A17B	203 (8.0) ²	AC	1964	CE
A15B, A16B, and A17B	25 (1.0) ⁴	AC	1978	CE
South Holding Apron				
A28B	406 (16.0)	PCC	1966	CE
North Holding Apron				
A29B	406 (16.0)	PCC	1966	CE
Apron 2				
A27B	203 (8.0) ²	AC	1964	CE
A27B	25 (1.0) ⁴	AC	1978	CE
Rotary-Wing Facilities				
Rotary-Wing Runway				
R22B	406 (16.0) ²	AC	1966	CE
R22B	32 (1.25) ⁴	AC	1981	CE
Access Taxiways for Rotary - Wing R/W				
T26C	406 (16.0)	AC	1966	CE
T26C	32 (1.25)	AC	1981	CE
Red Ramp				
A19B and A21B	229 (9.0) ²	AC	1959-1960	CE
A20B	203 (8.0)	PCC	1981	CE
A19B and A21B	32 (1.25) ⁴	AC	1981	CE
White Ramp				
A22B and A24B	229 (9.0) ²	AC	1959-1960	CE
A25B	203 (8.0)	PCC	1959-1960	CE
A23B	203 (8.0)	PCC	1981	CE
A22B and A24B	32 (1.25) ⁴	AC	1981	CE
Blue Ramp				
A27B	203 (8.0)	PCC	1964	CE
A26B	203 (8.0) ²	AC	1964	CE
A26B	32 (1.25) ⁴	AC	1981	CE
(Sheet 3 of 3)				
¹ CE = U.S. Army Corps of Engineers; QM = Quarter Master Corps.				
² Thickness includes AC, base, and subbase.				
³ Edges thickened to 8 in.				
⁴ Overlay pavement.				
⁵ Slurry seal - nominal thickness.				
⁶ Reconstructed.				

Table A3 Summary of Physical Property Data																	
Facility				Overlay Pavement			Pavement			Base			Subbase			Subgrade	
Feature				General Condition	Thickness ¹ mm (in.)	Description ¹ n	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description ¹ n	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description ¹ n	Modulus ² MPa (psi)	Thickness ¹ mm (in.)	Description ¹ n	Modulus ² MPa (psi)	
Identification	Length m (ft)	Width m (ft)		PCI													
Fixed-Wing Facilities																	
R1A	Runway 15-33	305 (1,000)	15 (50)	Excellent				457(18.0)	PCC			254 (10.0)	Base (GW)	178 (25,835)	203 (8.0)	Silty Sand (SM)	178 (25,835)
R2A	Runway 15-33	305 (1,000)	30 (100)	Excellent	152(6.0)	PCC (Unbound)		305 (12.0)	PCC	4.8 (700)	51 (2.0) 152 (6.0) 51 (2.0)	AC Slag (GP) AC	-- ³	203 (8.0)	Silty Sand (SM)	-- ³	-- ³
R3C	Runway 15-33	797 (2,616)	15 (50)	Very good	102 (4.0) 127 (5.0)	AC AC		51 (2.0)	AC			152 (6.0) 51 (2.0)	Slag (GP) AC	977 (141,671)	203 (8.0)	Silty Sand (SM)	157 (22,777)
R4C	Runway 15-33 (Runway Edges)	797 (2,616)	30 (100)	Very good	102 (4.0) 127 (5.0)	AC AC		51 (2.0)	AC			152 (6.0) 51 (2.0)	Slag (GP) AC	-- ³	203 (8.0)	Silty Sand (SM)	-- ³
R5C	Runway 15-33	91 (300)	46 (150)	Very good	102 (4.0) 127 (5.0)	AC Slurry Seal AC		51 (2.0)	AC			152 (6.0)	Slag (GP)	1,551 (225,000)	152 (6.0)	PCC	9,940 (1.44x10 ⁶)
R6C	Runway 15-33	689 (2,260)	15 (50)	Very good	102 (4.0) 178 (7.0)	AC Slurry Seal AC		51 (2.0)	AC			152 (6.0)	Slag (GP)	1,551 (225,000)	254 (10.0)	Clayey Sand (SC)	159 (23,076)
R7C	Runway 15-33 (Runway Edges)	689 (2,260)	30 (100)	Very good	102 (4.0) 178 (7.0)	AC Slurry Seal AC		51 (2.0)	AC			152 (6.0)	Slag (GP)	-- ³	254 (10.0)	Clayey Sand (SC)	-- ³
R8C	Runway 15-33	312 (1,024)	15 (50)	Very good	102 (4.0) 76 (3.0)	AC AC		76 (3.0)	AC			229 (9.0)	Graded Crushed Aggregate (GW)	489 (70,983)	305 (12.0)	Sand Clay (SC)	141 (20,425)
R9C	Runway 15-33 (Runway Edges)	312 (1,024)	30 (100)	Very good	102 (4.0) 76 (3.0)	AC AC		76 (3.0)	AC			229 (9.0)	Graded Crushed Aggregate (GW)	-- ³	305 (12.0)	Sand Clay (SC)	-- ³
R10A	Runway 15-33	152 (500)	23 (75)	Very good				406(16.0)	PCC	4.8 (700)	102 (4.0)	Sand Clay	196 (28,387)			Silty Sand (SM)	196 (28,387)
R11A	Runway 15-33	152 (500)	Varies	Very good				457(18.0)	PCC	4.8 (700)	102 (4.0)	Sand Clay	180 (26,176)			Silty Sand (SM)	180 (26,176)
Sheet 1 of 8																	
1 Values from original construction data and/or measurements recorded in previous investigations.																	
2 Modulus values used for the structural analysis of the pavement features.																	
Structural analysis was not performed on runway edges.																	

¹ Values from original construction data and/or measurements recorded in previous investigations.² Modulus values used for the structural analysis of the pavement features.³ Structural analysis was not performed on runway edges.

Table A3 (Continued)

Facility				Overlay Pavement			Pavement			Base			Subbase			Subgrade	
Feature Identification	Length m (ft)	Width m (ft)	General Condition PCI	Thickness ¹ mm (in.)	Description	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description ¹	Flex. Str. MPa (psi)	Thickness ¹ Mm (in.)	Description ¹ n	Modulus ² MPa (psi)	Thickness ¹ mm (in.)	Description ¹ n	Modulus ² MPa (psi)	Description ¹ n	Modulus ² MPa (psi)
Fixed-Wing Facilities (Continued)																	
R12A	Runway 15-33	152 (500)	23 (75)	Very good			330 (13.0)	PCC	4.8 (700)	178 (7.0)	Sand Clay	-- ³			Silty Sand (SM)	-- ³	
R13A	Runway 15-33	Varies	Varies	Very good			406 (16.0)	PCC	4.8 (700)	152 (6.0)	Sand Clay	-- ³			Silty Sand (SM)	-- ³	
R14A	Runway 03-21	91 (300)	46 (150)	Poor	25 (1.0) --	AC Slurry Seal	152 (6.0)	PCC		(480)					Lean Clay (CL)	84 (12,197)	
R15A	Runway 03-21	213 (700)	46 (150)	Fair	76 (3.0) --	AC Slurry Seal	102 (4.0)	AC		584 (23.0)	Slag (GP)	625 (90,683)			Silty Sand (SM)	189 (27,448)	
R16C	Runway 03-21	243 (800)	46 (150)	Fair	76 (3.0) --	AC Slurry Seal	102 (4.0)	AC		584 (23.0)	Slag (GP)	172 (24,992)			Silty Sand (SM)	122 (17,698)	
R17C	Runway 03-21	884 (2,900)	15 (50)	Poor	76 (3.0) --	AC Slurry Seal	51 (2.0)	AC		203 (8.0)	Silty Sand (SM)	155 (22,507)			Silty Sand (SM)	103 (14,995)	
R18C	Runway 03-21	884 (2,900)	30 (100)	Fair	76 (3.0) --	AC Slurry Seal	51 (2.0)	AC		203 (8.0)	Silty Sand (SM)	-- ³			Silty Sand (SM)	-- ³	
R19C	Runway 03-21	61 (200)	46 (150)	Fair	76 (3.0) --	AC Slurry Seal	51 (2.0)	AC		152 (6.0) 51 (2.0)	Slag (GP) AC	930 (134,876)	203 (8.0)	Silty Sand (SM)	113 (16,445)	113 (16,445)	
R20A	Runway 03-21	213 (700)	46 (150)	Fair	76 (3.0) --	AC Slurry Seal	51 (2.0)	AC		203 (8.0)	Silty Sand (SM)	92 (13,395)			Silty Sand (SM)	94 (13,565)	
R21A	Runway 03-21	91 (300)	46 (150)	Poor	25 (1.0) --	AC Slurry Seal	152 (6.0)	PCC		(480)					Lean Clay (CL)	89 (12,934)	

Values from original construction data and/or measurements recorded in previous investigations.

² Modulus values used for the structural analysis of the pavement features.

Structural analysis was not performed on runway edges.

(Sheet 2 of 8)

Table A3 (Continued)																	
Facility				Overlay Pavement			Pavement			Base			Subbase		Subgrade		
Feature	Identification	Length m (ft)	Width m (ft)	General Condition PCI	Thickness¹ ⁿ		Flex. Str.² ⁿ MPa (psi)	Description ⁿ		Thickness¹ ⁿ mm (in.)	Description ⁿ	Modulus² ⁿ MPa (psi)	Thickness¹ ⁿ	Description ⁿ	Modulus² ⁿ MPa (psi)	Description ⁿ	
					mm (in.)	n		n	n								n
Fixed-Wing Facilities (Continued)																	
T1A	Taxiway K	960 (3,150)	23 (75)	Very good				PCC	4.8 (700)	102 (4.0)	Sand Clay	100 (14,440)				Silty Sand (SM)	100 (14,440)
T2A	Taxiway K	640 (2,100)	23 (75)	Very good			4.8 (700)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	276 (40,000)	178 (7.0)	Sandy Clay (SC)	119 (17,190)	Silty Sand (SM)	119 (17,190)
T3A	Taxiway K	107 (350)	23 (75)	Very good				PCC		102 (4.0)	Sand Clay (SC)	171 (24,780)				Silty Sand (SM)	171 (24,780)
T4A	Taxiway K	373 (1,225)	23 (75)	Very good			4.8 (700)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	310 (45,000)	178 (7.0)	Sand Clay (SC)	102 (14,825)	Silty Sand (SM)	102 (14,825)
T5A	Taxiway K	107 (350)	23 (75)	Excellent				PCC		102 (4.0)	Sandy Clay (SC)	171 (24,800)				Silty Sand (SM)	171 (24,800)
T6A	Taxiway K	183 (600)	23 (75)	Fair				AC		178 (7.0)	Graded Crushed Aggregate (GW)	607 (86,083)	178 (7.0)	Gravelly Sand	171 (24,811)	Silty Sand (SM)	171 (24,811)
T7A	Taxiway G	576 (1,890)	23 (75)	Very good				PCC		102 (4.0)	Sand Clay (SC)	151 (21,939)				Silty Sand (SM)	151 (21,939)
T8A	Taxiway A	966 (3,170)	23 (75)	Very good				PCC		152 (6.0)	Sand Clay (SC)	170 (24,963)				Silty Sand (SM)	170 (24,963)
T9A	Taxiway B	162 (530)	23 (75)	Poor				AC		203 (8.0)	Silty Sand (SM)	151 (21,863)				Silty Sand (SM)	118 (17,168)
T10C	Taxiway C	160 (525)	15 (50)	Poor				AC		203 (8.0)	Silty Sand (SM)	562 (81,482)				Silty Sand (SM)	118 (17,101)
(Sheet 3 of 8)																	
¹ Values from original construction data and/or measurements recorded in previous investigations. ² Modulus values used for the structural analysis of the pavement features.																	

Values from original construction data and/or measurements recorded in previous investigations.

² Modulus values used for the structural analysis of the pavement features.

(Sheet 3 of 8)

Appendix A Background Data

A19

Table A3 (Continued)																			
Facility					Overlay Pavement			Pavement			Base			Subbase			Subgrade		
Feature	Identification	Length m (ft)	Width m (ft)	General Condition PCI	Thickness ¹ mm (in.)		Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)		Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)		Descriptio n	Modulus ² MPa (psi)	Thickness ¹ mm (in.)	Descriptio n	Modulus ² MPa (psi)	Descriptio n	Modulus ² MPa (psi)
Fixed-Wing Facilities																			
A6B	Brown Ramp	Varies	Varies	Fair				52 (2.0)				152 (6.0) 51 (2.0)	Slag (GP) AC	293 (42,572)	203 (8.0)	Silty Sand (SM)	137 (19,872)	Silty Sand (SM)	137 (19,872)
A7B	Yellow Ramp	Varies	Varies	Fair	38 (1.5)	AC		52 (2.0)	AC			203 (8.0)	Stabilized Aggregate	382 (55,477)			Silty Sand (SM)	122 (17,655)	
A8B	Yellow Ramp	175 (575)	43 (140)	Good	76 (3.0)	AC		152 (6.0)	PCC	3.3 (480)							Lean Clay (CL)	78 (11,294)	
A9B	Yellow Ramp	175 (575)	15 (50)	Good	76 (3.0)	AC		178 (7.0)	PCC	5.2 (750)							Clayey Sand (SC)	111 (16,094)	
A10B	Yellow Ramp	84 (275)	43 (140)	Fair	38 (1.5)	AC		152 (6.0)	PCC	3.3 (480)							Lean Clay (CL)	70 (10,091)	
A11B	Yellow Ramp	Varies	Varies	Good	76 (3.0)	AC		178 (7.0)	PCC	5.2 (750)							Clayey Sand (SC)	101 (14,586)	
A12B	Yellow Ramp	Varies	Varies	Fair	38 (1.5)	AC		178 (7.0)	PCC	5.2 (750)							Clayey Sand (SC)	111 (16,063)	
A13B	Yellow Ramp (Closed)	Varies	Varies	Not Surveyed	25 (1.0)	AC		52 (2.0)	AC			152 (6.0)	Stabilized Aggregate				Silty Sand (SM)		
A14B	Apron 1	Varies	Varies	Very good				254 (10.0)	PCC	5.5 (800)		305 (12.0)	Clayey Sand (SC)	136 (19,775)			Lean Clay (CL)	136 (19,775)	
A15B	Green Ramp	Varies	Varies	Poor	25 (1.0)	AC		52 (2.0)	AC			152 (6.0)	Stabilized Aggregate	44*			Silty Sand (SM)	8*	
(Sheet 6 of 8)																			
¹ Values from original construction data and/or measurements recorded in previous investigations. ² Modulus values used for the structural analysis of the pavement features. CBR values from LOW, (Low Volume Evaluation Program).																			

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Table A3 (Continued)

Facility				Overlay Pavement			Pavement			Base			Subbase			Subgrade	
Feature	Identification	Length m (ft)	Width m (ft)	General Condition PCI	Thickness ¹ mm (in.)	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description	Flex. Str. ¹ MPa (psi)	Thickness ¹ Mm (in.)	Description	Modulus ² MPa (psi)	Thickness ¹ mm (in.)	Description	Modulus ² MPa (psi)	Description	Modulus ² MPa (psi)
					Description												
Fixed-Wing Facilities																	
A16B	Green Ramp	312 (1,025)	46 (150)	Very poor	25 (1.0)	AC	52 (2.0)	AC		203 (8.0)	Silty Sand (SM)	52 ⁴			Silty Sand (SM)	7 ¹	
A17B	Green Ramp	Varies	Varies	Fair	25 (1.0)	AC	52 (2.0)	AC		152 (6.0)	Stabilized Aggregate	48 ⁴			Silty Sand (SM)	9 ¹	
A18B	Green Ramp	76 (250)	46 (150)	Poor			152 (6.0)	PCC	3.3 (480)						Lean Clay (CL)	71 (10,283)	
A28B	South Holding Apron	Varies	Varies	Very good			406 (16.0)	PCC	4.8 (700)			74 (10,723)			Silty Sand (SM)	74 (10,723)	
A29B	North Holding Apron	Varies	Varies	Excellent			406 (16.0)	PCC	4.8 (700)			158 (22,974)			Silty Sand (SM)	158 (22,974)	
A30B	Apron 2	122 (400)	61 (200)	Fair	25 (1.0)	AC	52 (2.0)	AC		152 (6.0)	Stabilized Aggregate	54 ⁴			Silty Sand (SM)	11 ¹	
Rotary-Wing Facilities																	
R22B	Rotary-Wing Runway 15-33	168 (550)	23 (75)	Good	32 (1.25)	AC	51 (2.0)	AC		152 (6.0)	Graded Crushed Aggregate (GW)	42 ⁴	203 (8.0)	Sand Clay (SC)	44 ⁴	Silty Sand (SM)	8 ¹
T26B	Access Taxiway For Rotary-Wing Runway	107 (350)	12 (40)	Good	32 (1.25)	AC	51 (2.0)	AC		152 (6.0)	Graded Crushed Aggregate (GW)	47 ⁴	203 (8.0)	Sand Clay (SC)	44 ⁴	Silty Sand (SM)	10 ¹
A19B	Red Ramp (Hoverlane)	411 (1,350)	30 (100)	Good	32 (1.25)	AC	51 (2.0)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	1,551 (225,000)			Silty Sand (SM)	177 (25,717)	
A20B	Red Ramp (Pads)	146 (480)	12 (40)	Excellent			203 (8.0)	PCC	5.2 (750)						Silty Sand (SM)	161 (23,376)	

¹ Values from original construction data and/or measurements recorded in previous investigations.

² Modulus values used for the structural analysis of the pavement features.

⁴ CBR values from LOW (Low Volume Evaluation Program).

Table A3 (Concluded)																
Facility	Facility			Overlay Pavement			Pavement			Base			Subbase			Subgrade
	Identification	Length m (ft)	Width m (ft)	General Condition PCI	Thickness ¹ mm (in.)	Description n	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description n	Flex. Str. ¹ MPa (psi)	Thickness ¹ mm (in.)	Description n	Thickness ¹ mm (in.)	Description n	Modulus ² MPa (psi)	Modulus ² MPa (psi)
Rotary-Wing Facilities (Concluded)																
A21B	Red Ramp (Hangar Apron)	Varies	Varies	Fair	32 (1.25)	AC		51 (2.0)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	664 (96,321)		Silty Sand (SM)	171 (24,791)
A22B	White Ramp (Hoverlane)	463 (1,520)	30 (100)	Good	32 (1.25)	AC		51 (2.0)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	1,551 (225,000)		Silty Sand (SM)	174 (25,245)
A23B	White Ramp (Pads)	137 (450)	9 (30)	Excellent				203 (8.0)	PCC	5.2 (750)					Silty Sand (SM)	126 (18,334)
A24B	White Ramp (Hangar Apron)	Varies	Varies	Good	32 (1.25)	AC		51 (2.0)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	740 (107,394)		Silty Sand (SM)	152 (22,117)
A25B	White Ramp (Hangar Apron)	Varies	Varies	Excellent				203 (8.0)	PCC	5.2 (750)					Silty Sand (SM)	151 (21,862)
A26B	Blue Ramp (Hoverlane)	(1,610)	30 (100)	Good	32 (1.25)	AC		51 (2.0)	AC		178 (7.0)	Graded Crushed Aggregate (GW)	400 (58,062)		Silty Sand (SM)	145 (20,963)
A27B	Blue Ramp (Pads)	137 (450)	9 (30)	Very good				203 (8.0)	PCC	5.2 (750)					Silty Sand (SM)	138 (20,046)
(Sheet 8 of 8)																
¹ Values from original construction data and/or measurements recorded in previous investigations. ² Modulus values used for the structural analysis of the pavement features.																

Table A4
Traffic Data (January thru December 2000)

Aircraft	Weight kg (lb)	12-month Period	20-Year Departures
C-17	263 320 (580,000)	161	3,220
C-130	70 370 (155,000)	998	20,000
C-141	146 642 (323,000)	325	6,500
C-5A	349 126 (769,000)	28	560
KC-10	267 860 (590,000)	2	40
KC-135	136 926 (301,600)	10	200
C-9	49 032 (108,000)	100	2,000
B-707	141 648 (312,000)	3	60
B-727	95 113 (209,500)	43	860
B-737	68 100 (150,000)	41	820
B-747	362 292 (798,000)	3	60
B-757	116 224 (256,000)	20	400
B-767	185 686 (409,000)	11	220
DC-10	264 682 (583,000)	6	120
L-1011	226 092 (498,000)	40	800
MD-80	54 934 (121,000)	3	60

Appendix B

Tests and Results

Tests Conducted

The pavements were evaluated based on the results from nondestructive testing utilizing a heavy weight deflectometer (HWD). The test procedures and results are discussed below.

Nondestructive Tests

Test equipment

Nondestructive tests (NDT) were performed on the pavements with the Dynatest model 8081 (HWD). The HWD is an impact load device that applies a single-impulse transient load of approximately 25- to 30-millisecond duration. With this trailer-mounted device, a dynamic force is applied to the pavement surface by dropping a weight onto a set of rubber cushions which results in an impulse loading on an underlying circular plate 300 mm (11.8 in.) in diameter in contact with the pavement. The applied force and the pavement deflections, respectively, are measured with load cells and velocity transducers. The drop height of the weights can be varied from 0 to 399 mm (15.7 in.) to produce a force from 0 to approximately 222 kN (50,000 lb). The system is controlled with a laptop computer that also records the output data. Velocities were measured and deflections computed at the center of the load plate (D1) and at distances of 305 (12), 610 (24), 914 (36), 1219 (48), 1524 (60), and 1828 mm (72 in.) (D2 - D7) from the center of the load plate.

Test procedure

On runways and taxiways, deflection basin measurements were made at 30-m (100-ft) intervals on alternate sides of the centerline along the main gear wheel paths. The tests were performed on 3- to 4-m (10- to 12-ft) offsets alternating left and right of the centerline. The parking aprons were tested in a grid pattern of approximately 30-m (100-ft) intervals or at locations that were

selected to ensure that adequate NDT were performed per feature for evaluation purposes. Lines along which the NDT were conducted are indicated in Figure B1. At each test location, pavement deflection measurements were recorded at force levels of approximately 67, 122, 157, or 222 kN (15,000, 25,000, 35,000, or 50,000 lb). Impulse stiffness modulus (ISM) values were then calculated based on the slope of the plot of impulse load versus deflection at the first sensor (D1), for the maximum force level.

NDT Analysis

The NDT results or ISM data for each facility were grouped according to different pavement features. Figures B2 through B29 graphically show the ISM test results. A representative basin for each feature was determined using the computerized Layered Elastic Evaluation Program (LEEP). Table B1 shows the representative basins for each feature as determined from the NDT.

Representative basins were used to determine section modulus values of the various layers within the pavement structure in each feature. Deflection basins were input to a multi-layered, linear elastic backcalculation program to determine the surface, base, and subgrade modulus values. The program determines a set of modulus values that provide the best fit between a measured (NDT) deflection basin and a computed (theoretical) deflection basin. Table B2 presents a summary of the backcalculated modulus values based on the representative basins for each pavement section.

Where mean ISM values (as shown in Table B1) were less than 70 MN/m (400 kips/in.), the Low Volume Airfield Pavement Procedure (Bush 1986) computer program (LOW) was used to evaluate the pavements. Features T13B, T16B, A4B, and A12B were in this category. ISM and layer thicknesses were input into LOW to determine the equivalent base and subgrade California Bearing Ratio (CBR). Layer thicknesses and respective CBR values were then input into the computer program APE (Computer-Aided Airfield Pavement Evaluation) to compute the load-carrying capacity (PCN) of the pavements and the overlay thickness requirements. Table B3 shows the CBR values determined from LOW.

Modulus values for AC surface layers can be determined using three methods: (a) use the surface temperature at the time of testing and the previous 5-day mean air temperature, (b) backcalculate the modulus values using the FWD deflection basins, or (c) determine the design modulus from past temperature data. All three methods of determining the AC modulus values are described in UFC 3-260-03 (Headquarters, Departments of the Army, the Air Force, and the Navy April 2001). All pavements have been evaluated for a design life of 20 years. The modulus of an AC layer is temperature dependent; therefore, seasonal variation is considered by using a design modulus based on historical temperature data. From the climatological table (Table A1), an average daily maximum temperature of 33°C (91°F) and an average daily mean of 27°C (81°F) for July (hottest month) were used in determining the design AC modulus. For a

loading frequency of 2 Hz for taxiways and aprons, the design AC modulus is 822 MPa (119,290 psi) for a loading frequency of 10 Hz for the runway, the design AC modulus is 1460 MPa (211,811 psi). The design AC modulus along with the backcalculated values for the base and subgrade layers were used to determine the structural capacity of the AC pavement features.

Modulus values for PCC pavements can be backcalculated using the FWD deflection basins or a design modulus for the PCC can be used. In the evaluation of a rigid pavement, the design modulus should be used for the PCC layer along with the backcalculated values for the subgrade layers. The backcalculated PCC modulus values shown in Table B2 are within the default range of 17 237 to 48 263 MPa (2,500,000 to 7,000,000 psi) recommended in UFC 3-260-03 (Headquarters, Departments of the Army, Navy, and the Air Force, and the Navy 2001). This manual also recommends a modulus of 34 474 MPa (5,000,000 psi) for a PCC layer in good condition.

The ability of the joints in the PCC slabs to transfer load is measured with the HWD device. The ratio of deflections measured on each side of the joint (deflection of unloaded side/deflection of loaded side) is related to joint efficiency or load transfer. Joint tests were conducted at select locations on the PCC pavements. Table B4 shows the summaries of joint ratio test on select PCC pavements.

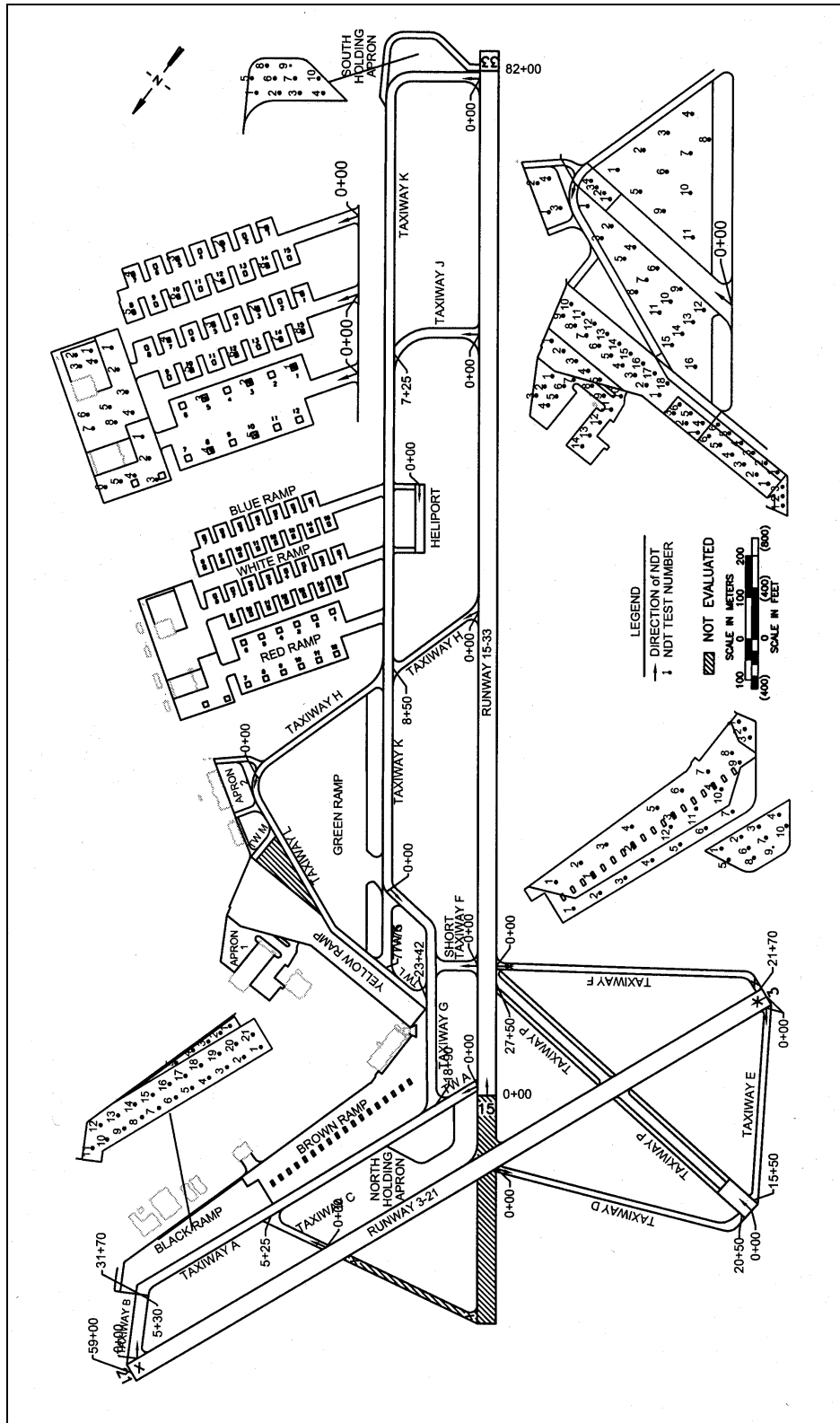


Figure B1. NDT test locations/direction

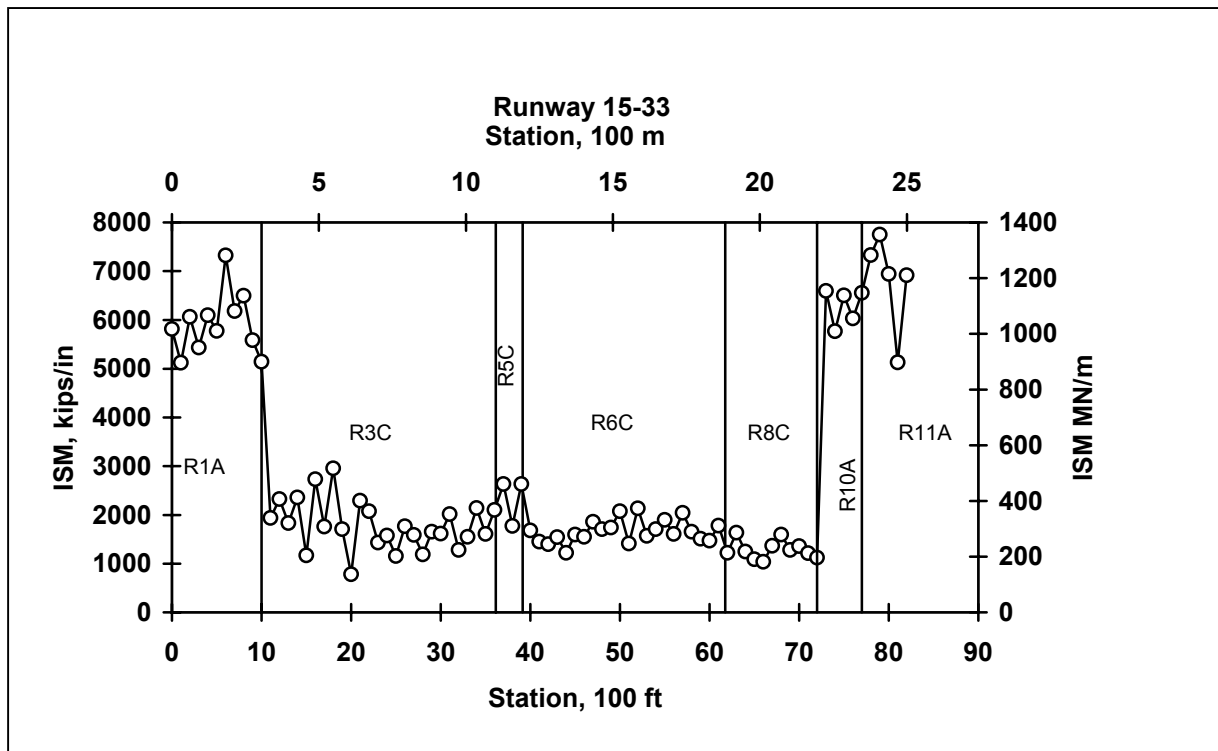


Figure B2. ISM profile, Runway 15-33, Features R1A thru R11A

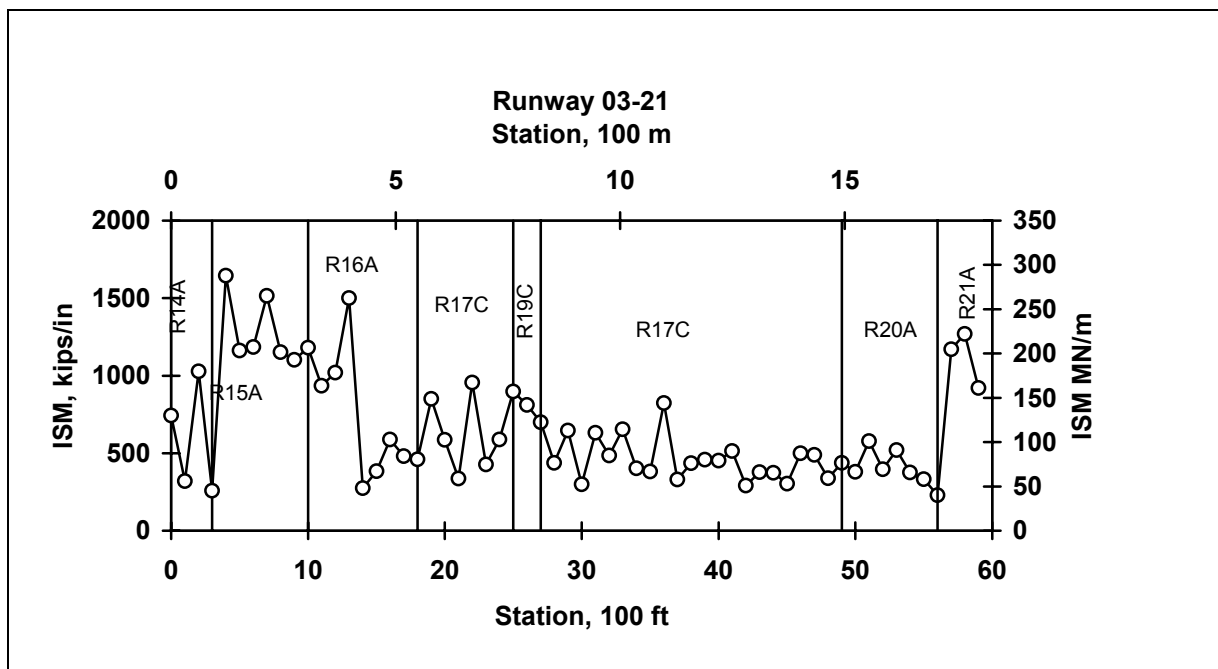


Figure B3. ISM profile, Runway 03-21, Features R14A thru R21A

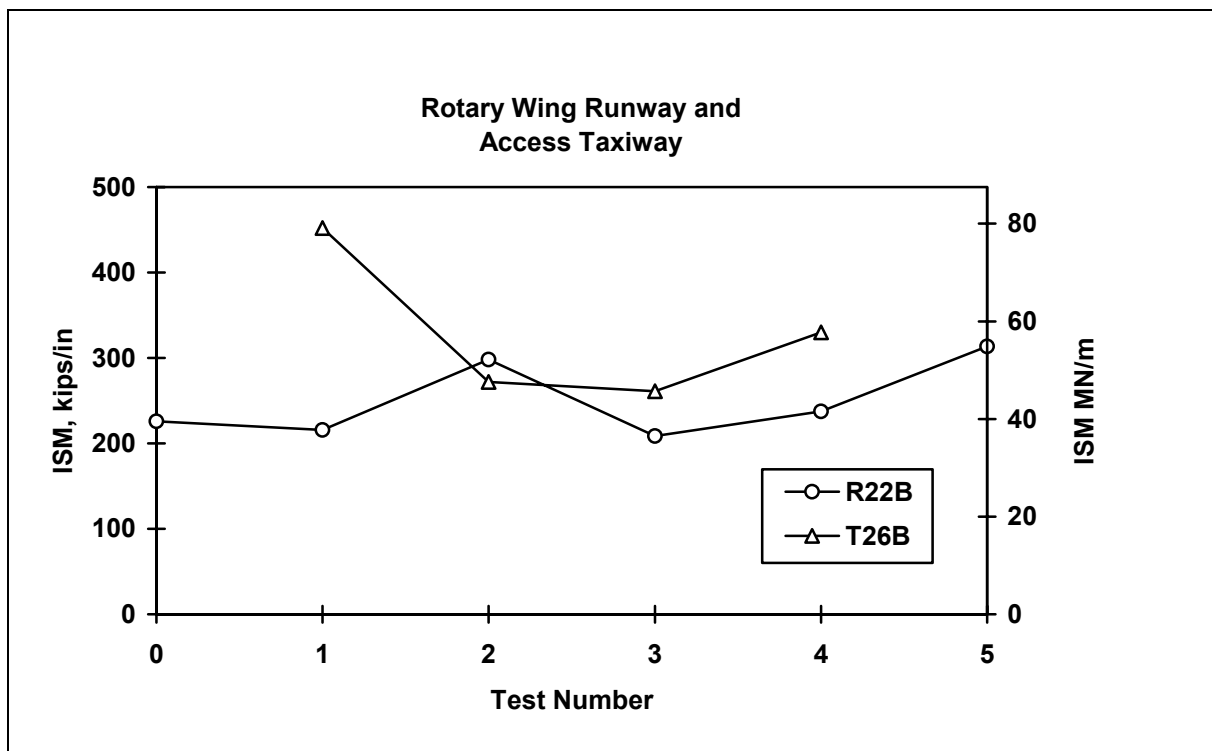


Figure B4. ISM profile, Rotary-Wing Runway and Access Taxiway, Features R22B and T26B

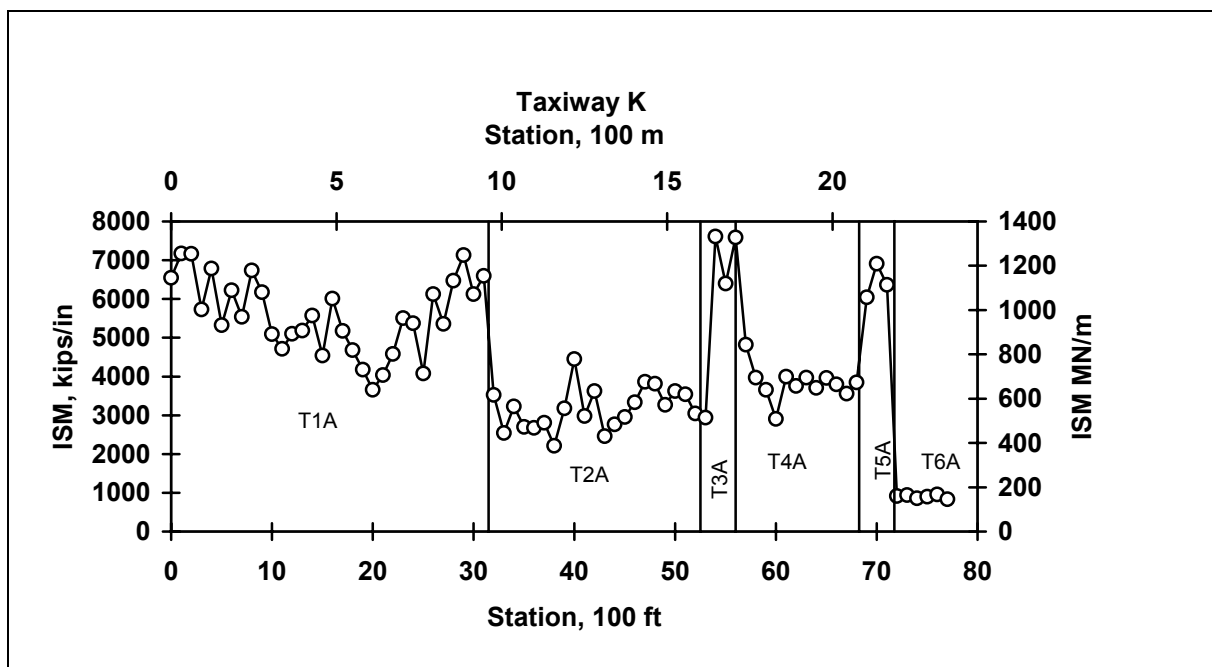


Figure B5. ISM profile, Taxiway K, Features T1A, T2A, T3A, T4A, T5A, and T6A

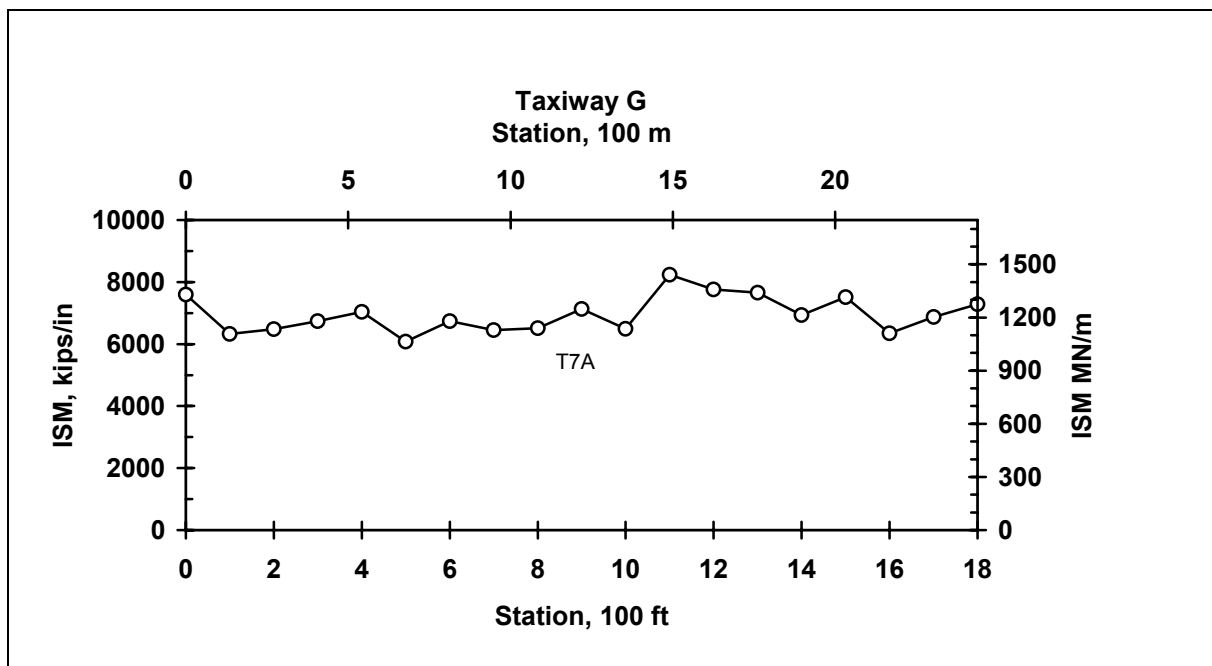


Figure B6. ISM profile, Taxiway G, Feature T7A

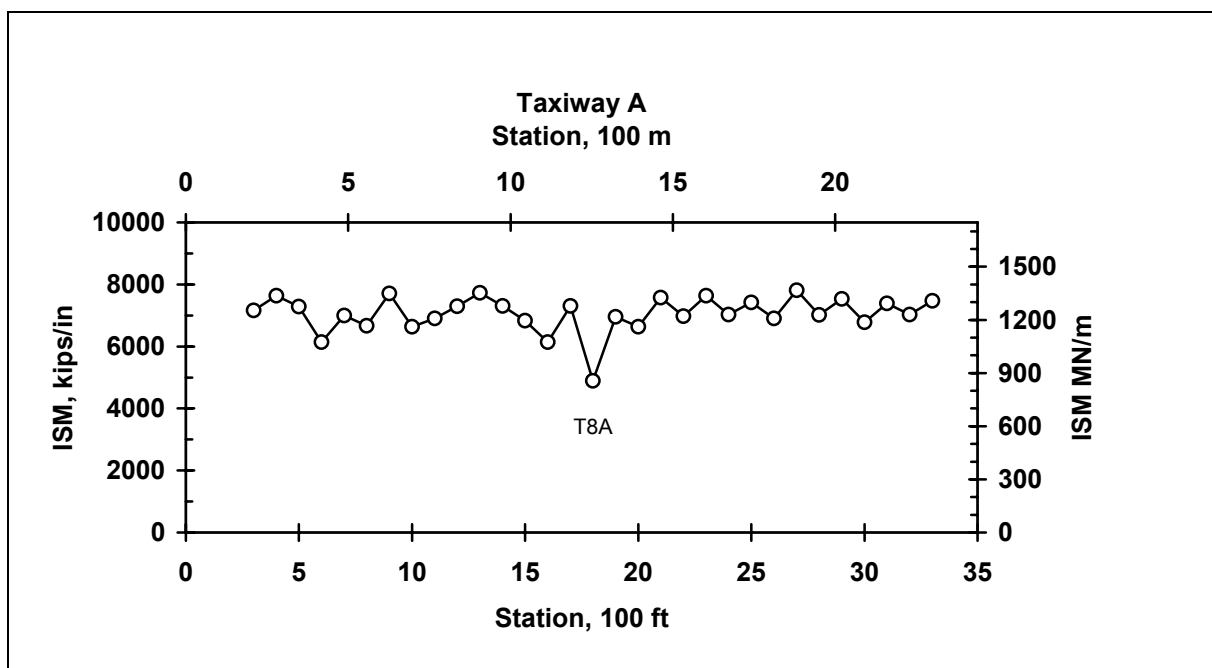


Figure B7. ISM profile, Taxiway A, Feature T8A

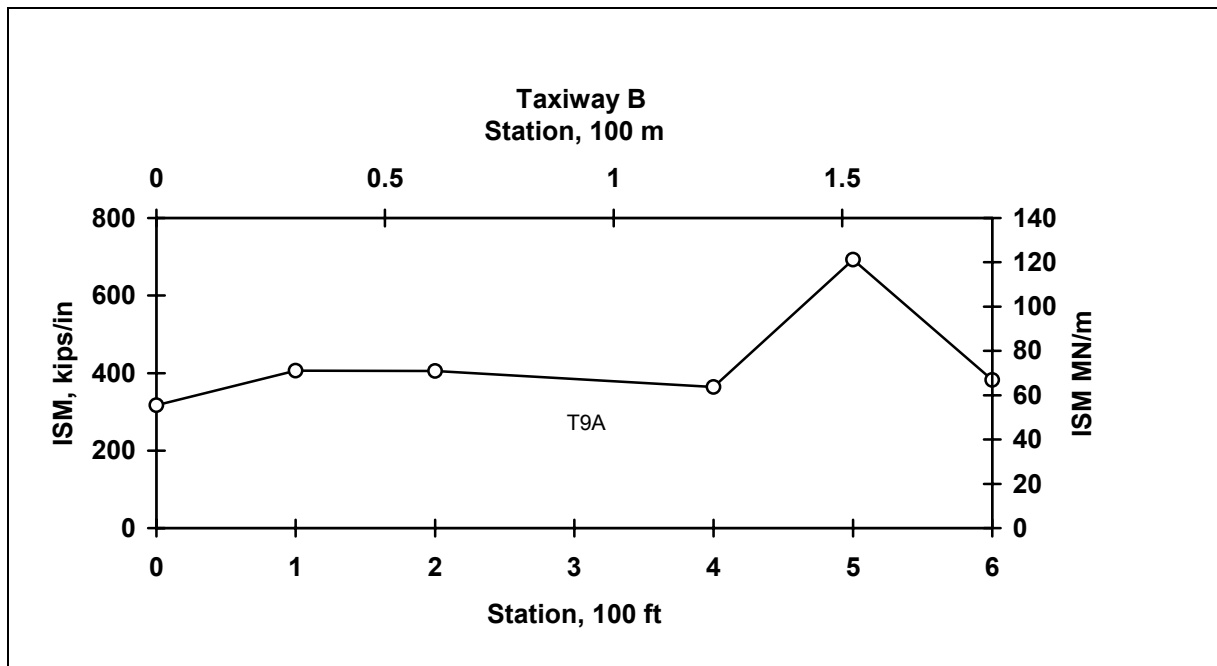


Figure B8. ISM profile, Taxiway B, Feature T9A

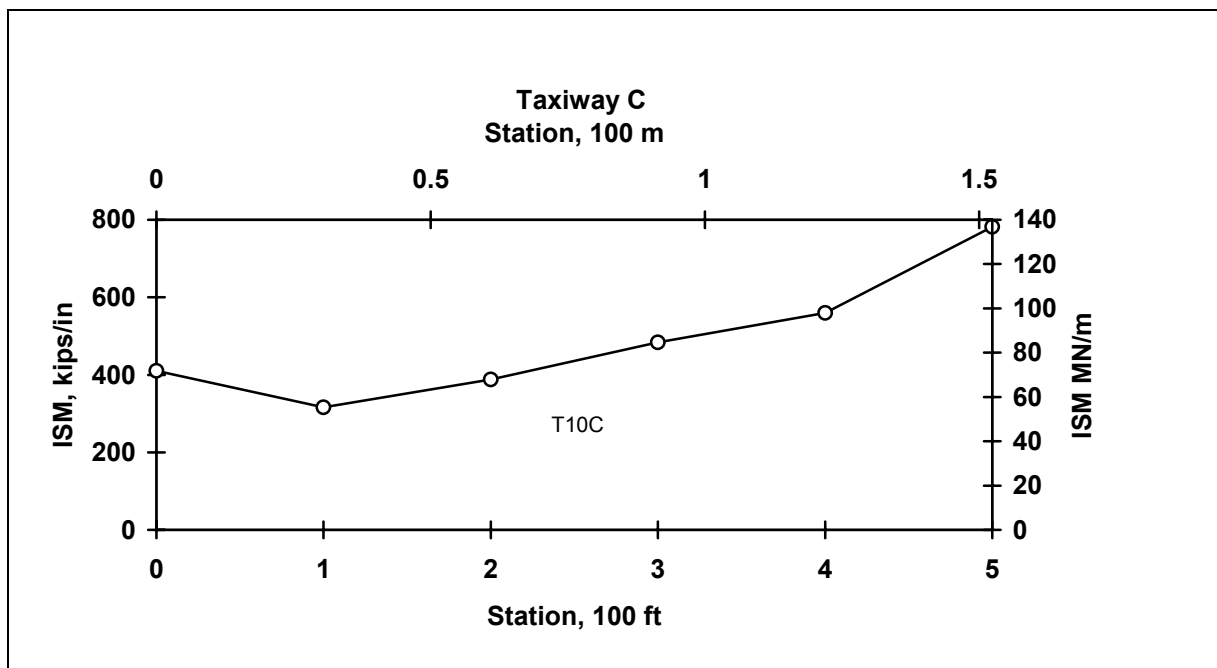


Figure B9. ISM profile, Taxiway C, Feature T10C

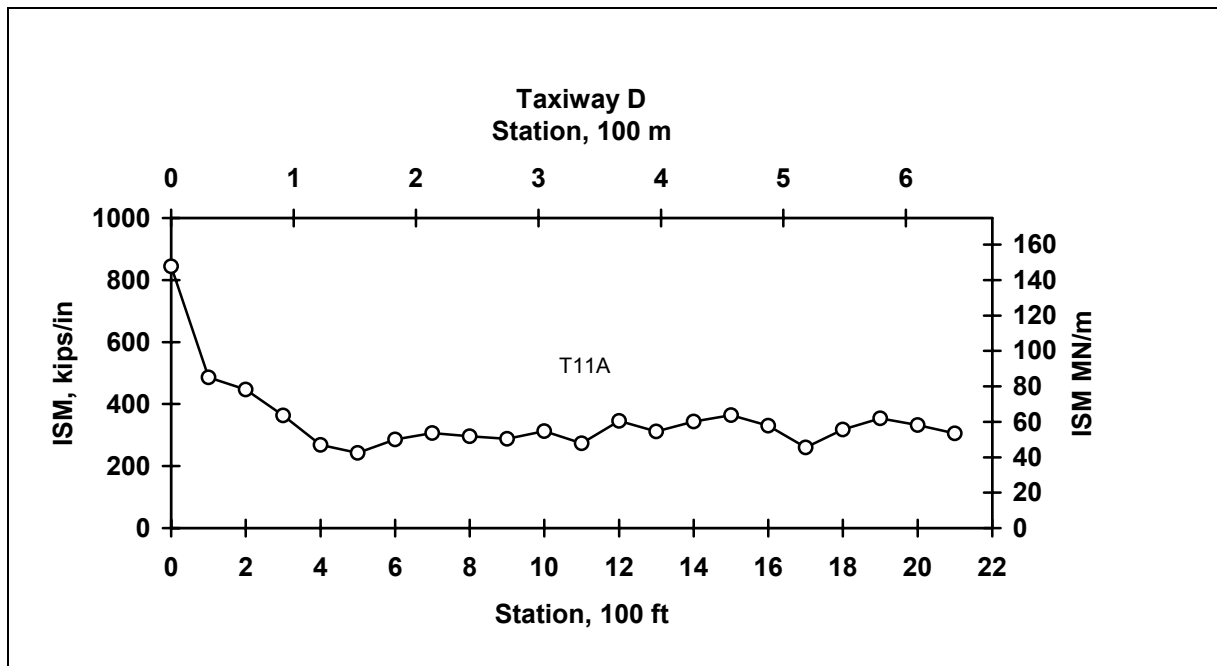


Figure B10. ISM profile, Taxiway D, Feature T11A

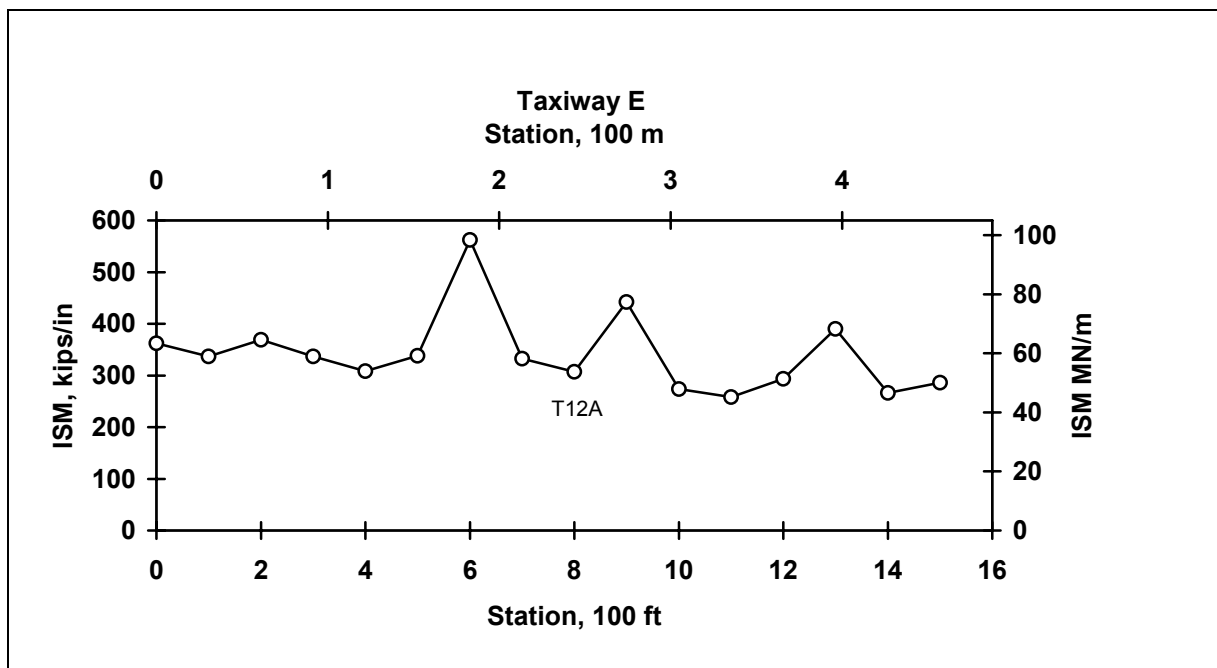


Figure B11. ISM profile, Taxiway E, Feature T12A

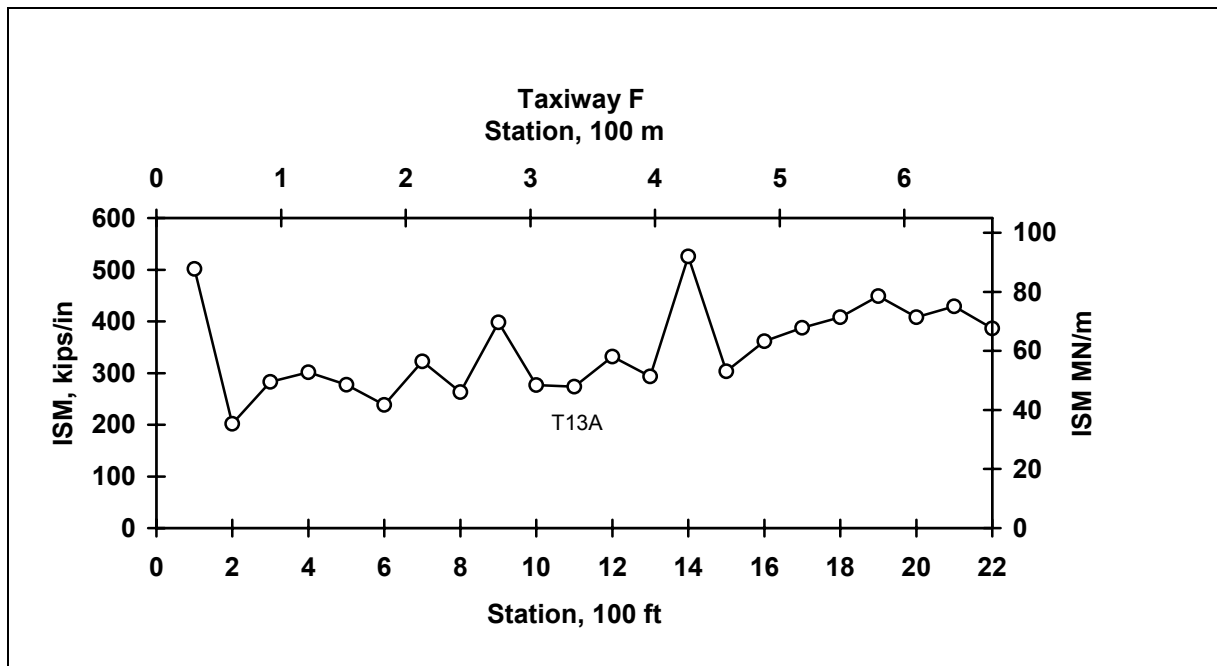


Figure B12. ISM profile, Taxiway F, Feature T13A

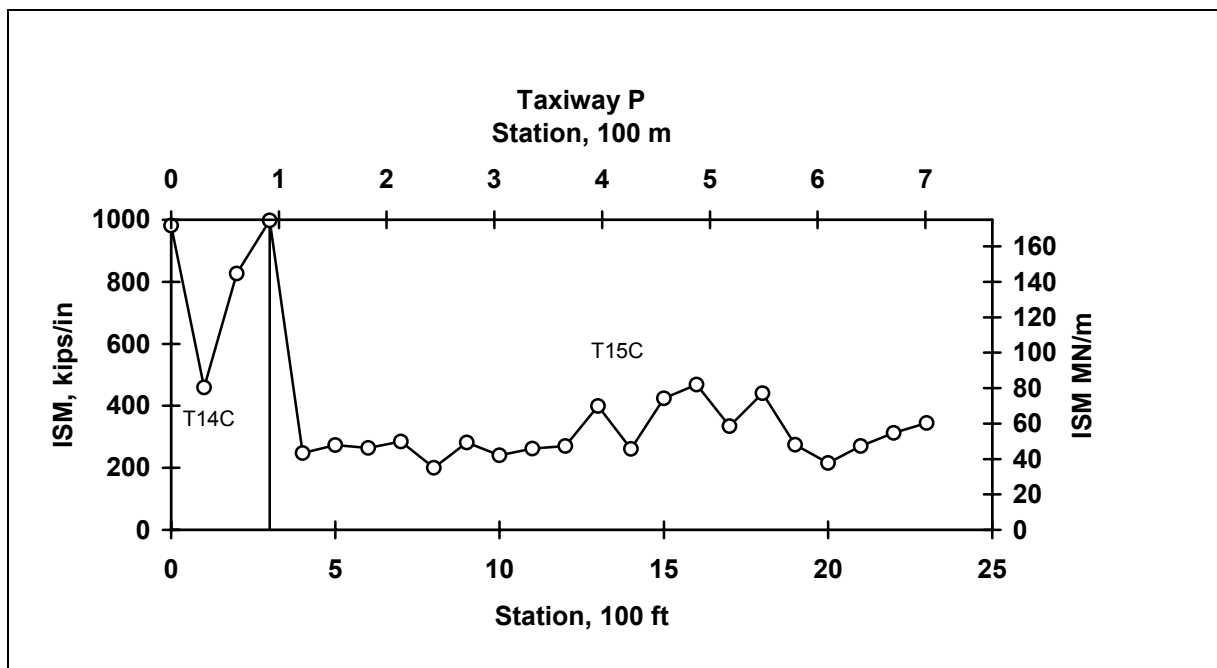


Figure B13. ISM profile, Taxiway P, Features T14C and T15C

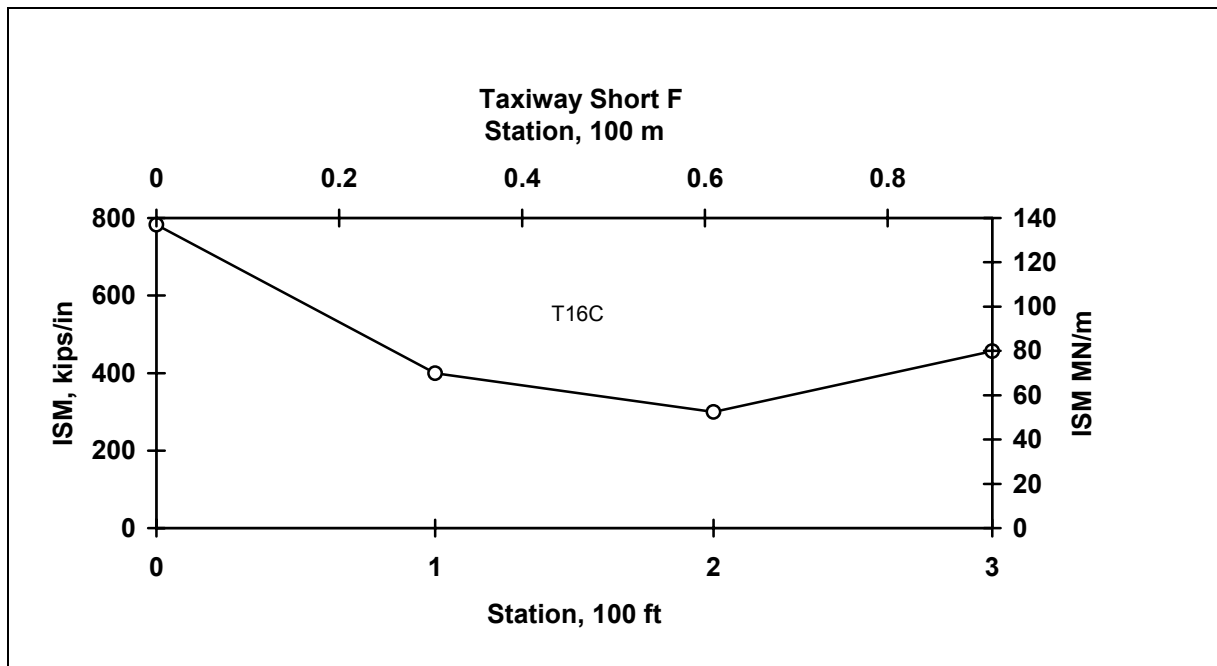


Figure B14. ISM profile, Taxiway Short F, Feature T16C

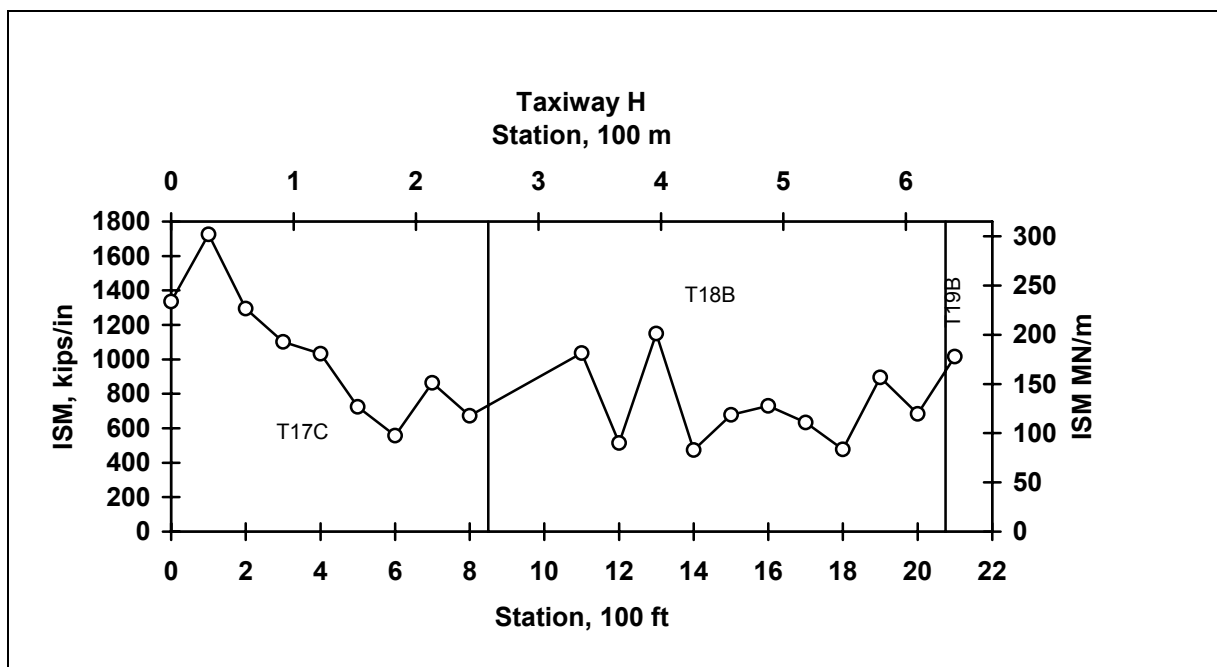


Figure B15. ISM profile, Taxiway H, Features T17C, T18B, and T19B

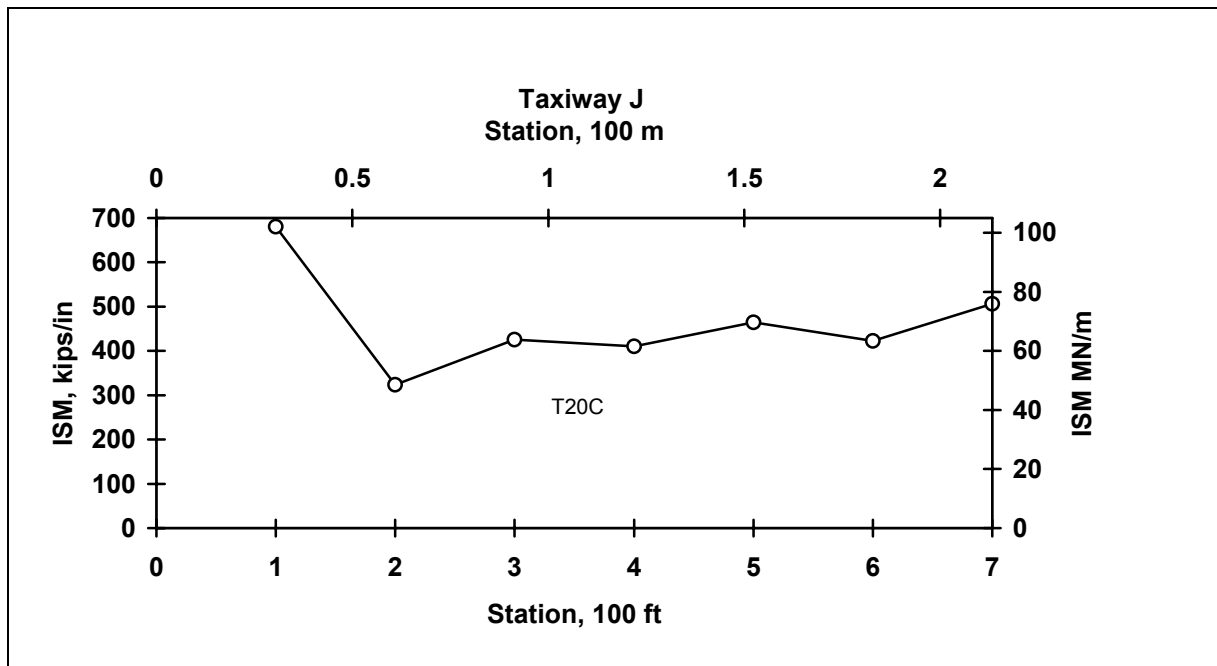


Figure B16. ISM profile, Taxiway J, Feature T20C

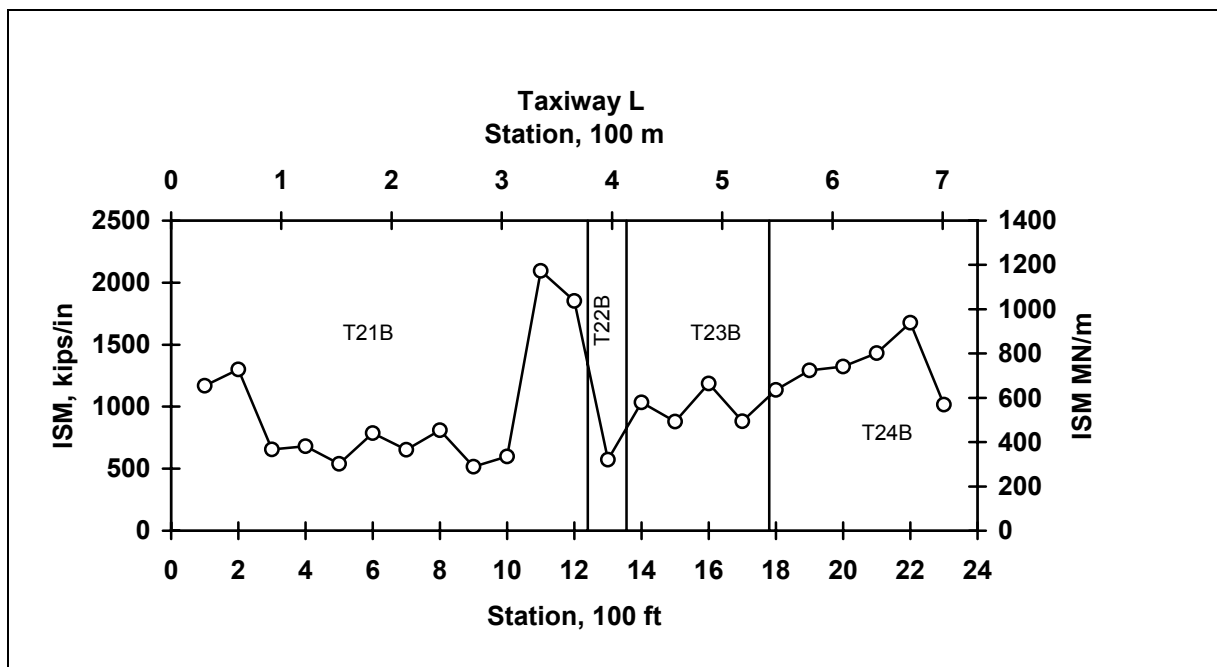


Figure B17. ISM profile, Taxiway L, Features T21B, T22B, T23B, and T24B

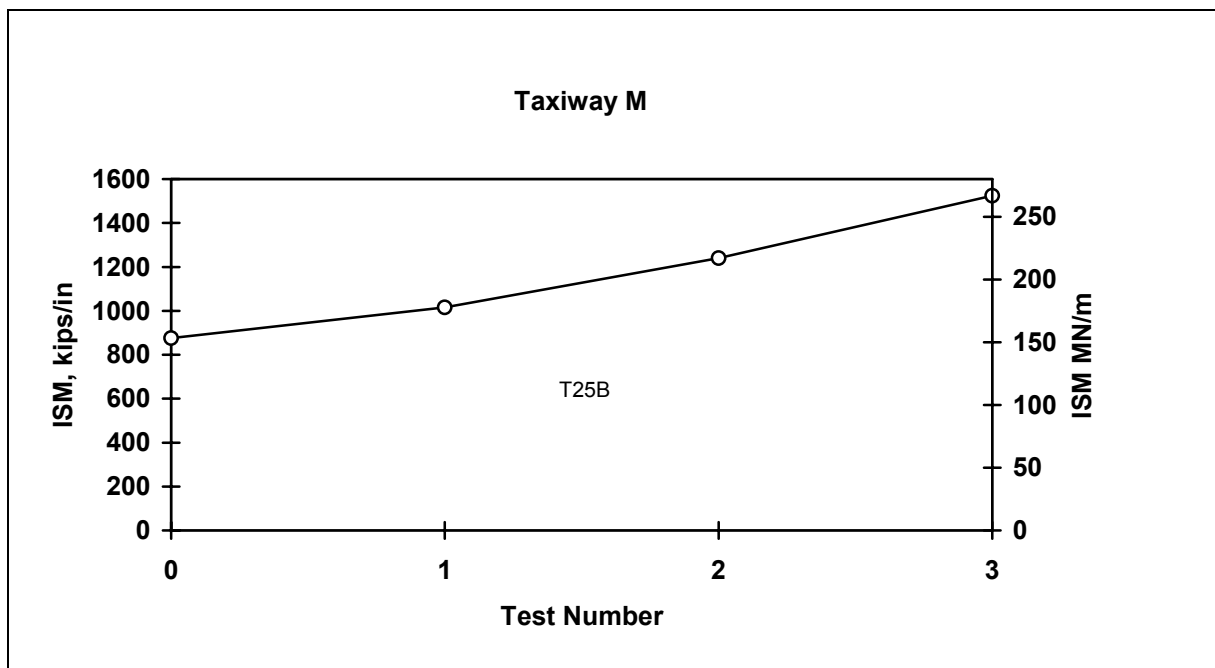


Figure B18. ISM profile, Taxiway M, Feature T25B

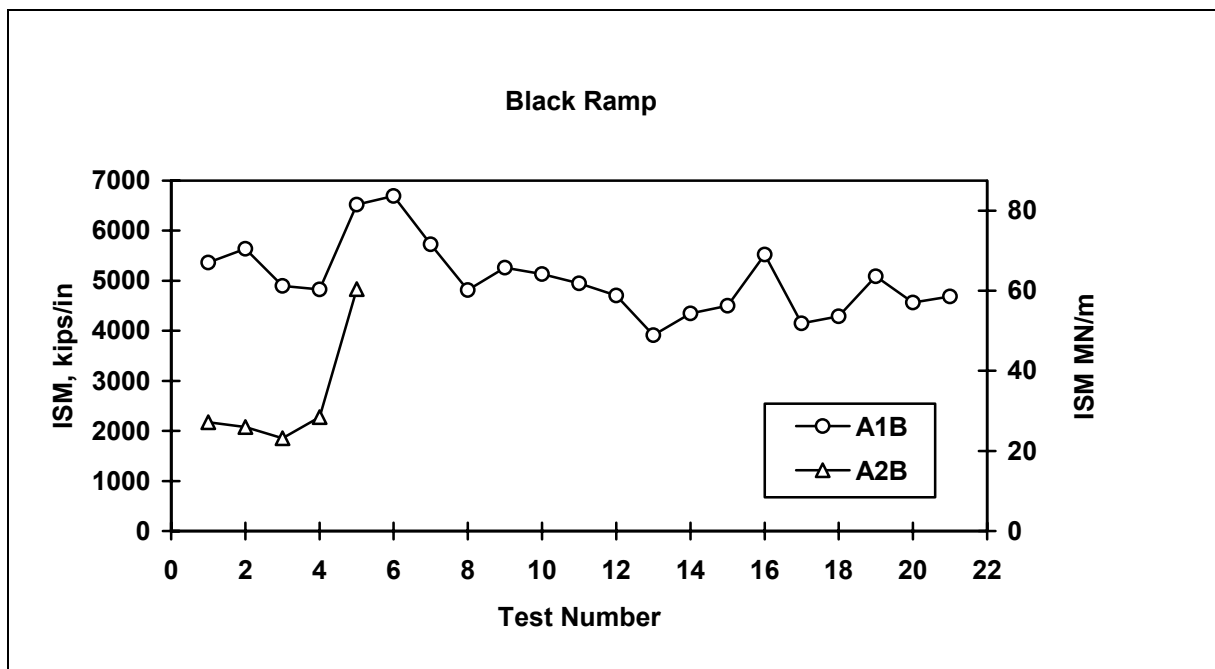


Figure B19. ISM profile, Black Ramp, Features A1B and A2B

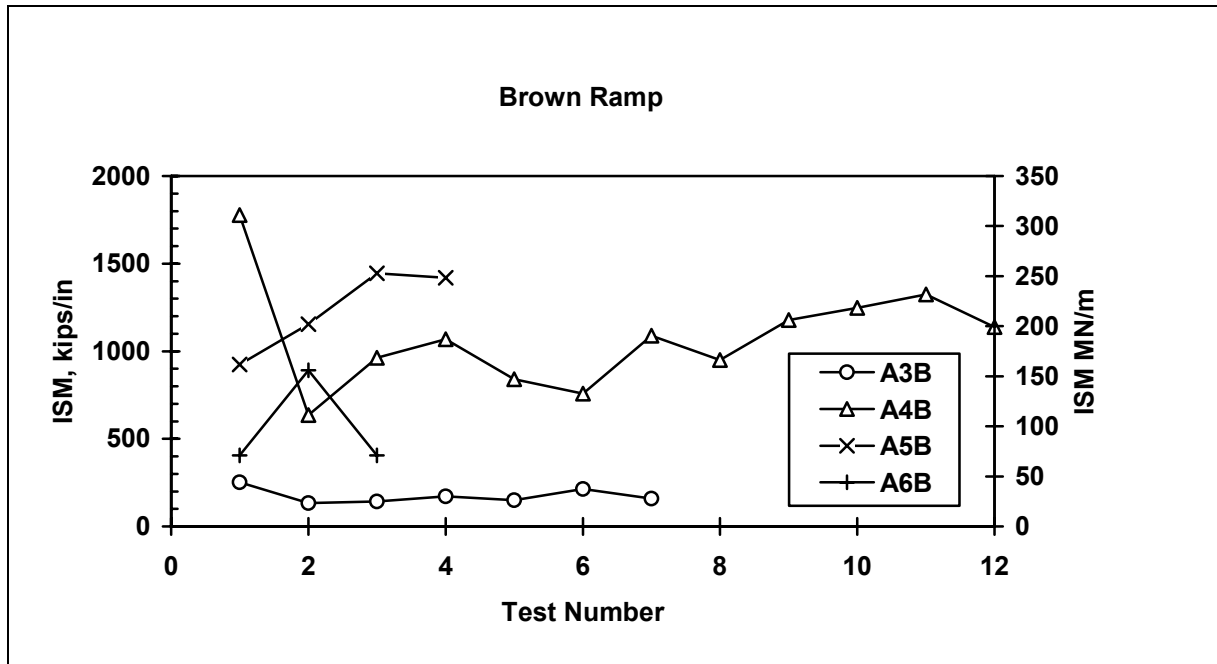


Figure B20. ISM profile, Brown Ramp, Features A3B, A4B, A5B, and A6B

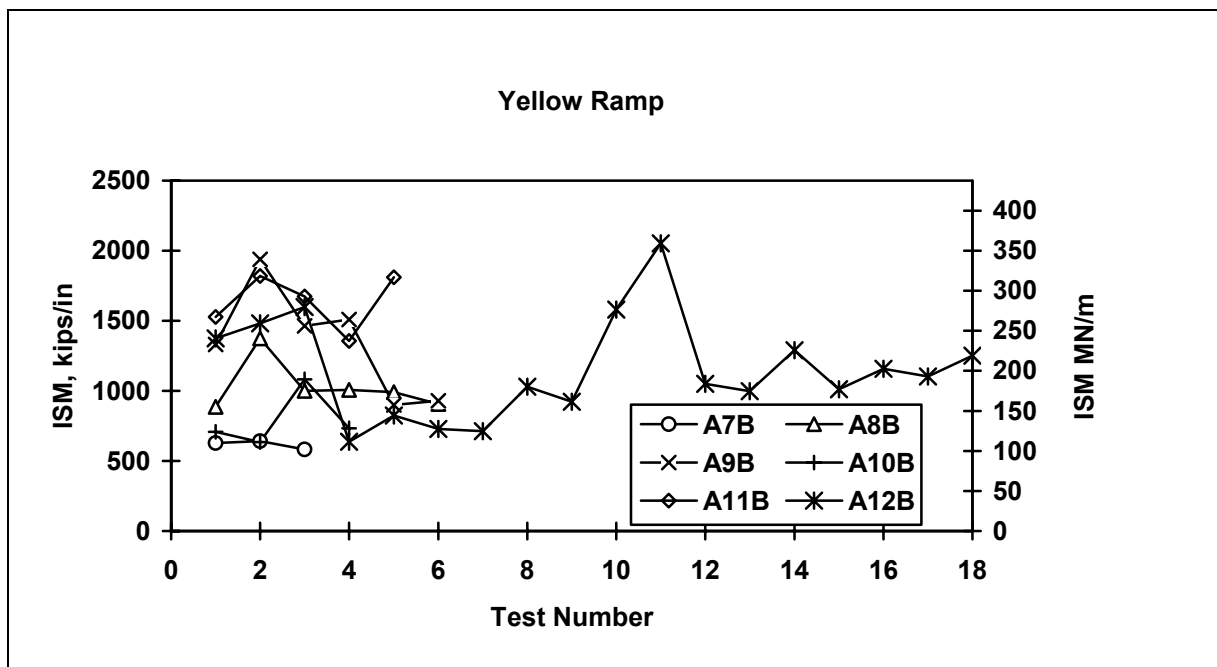


Figure B21. ISM profile, Taxiway Yellow Ramp, Features A7B, A8B, A9B, A10B, A11B, and A12B

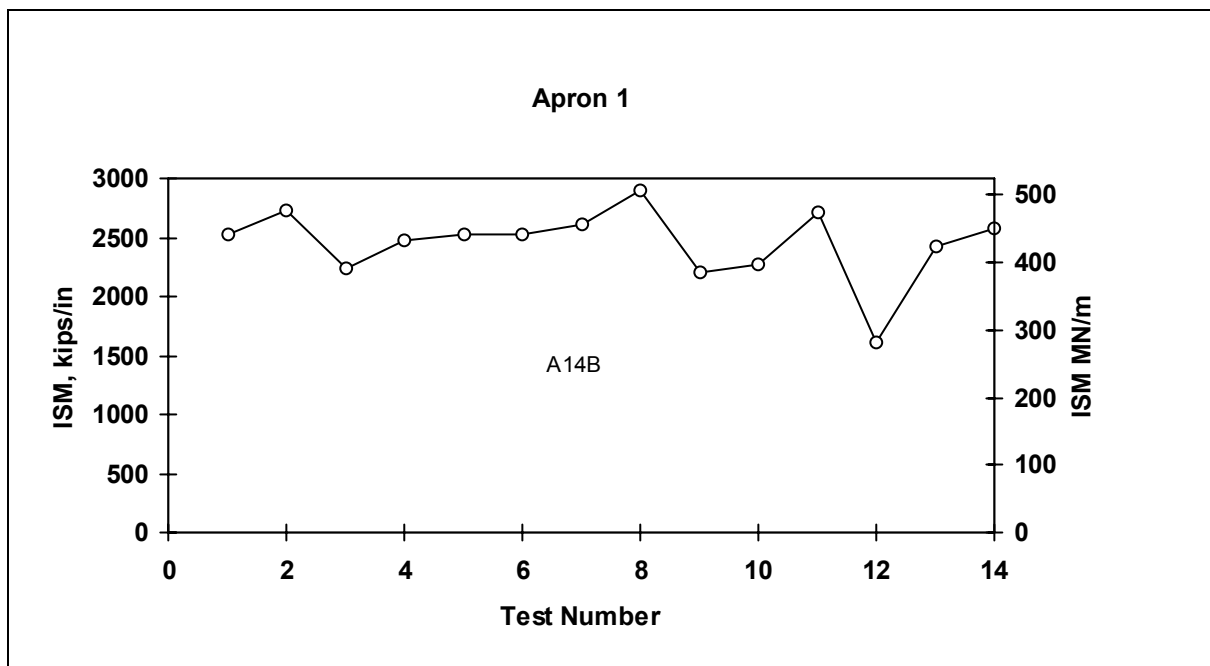


Figure B22. ISM profile, Apron 1, Feature A14B

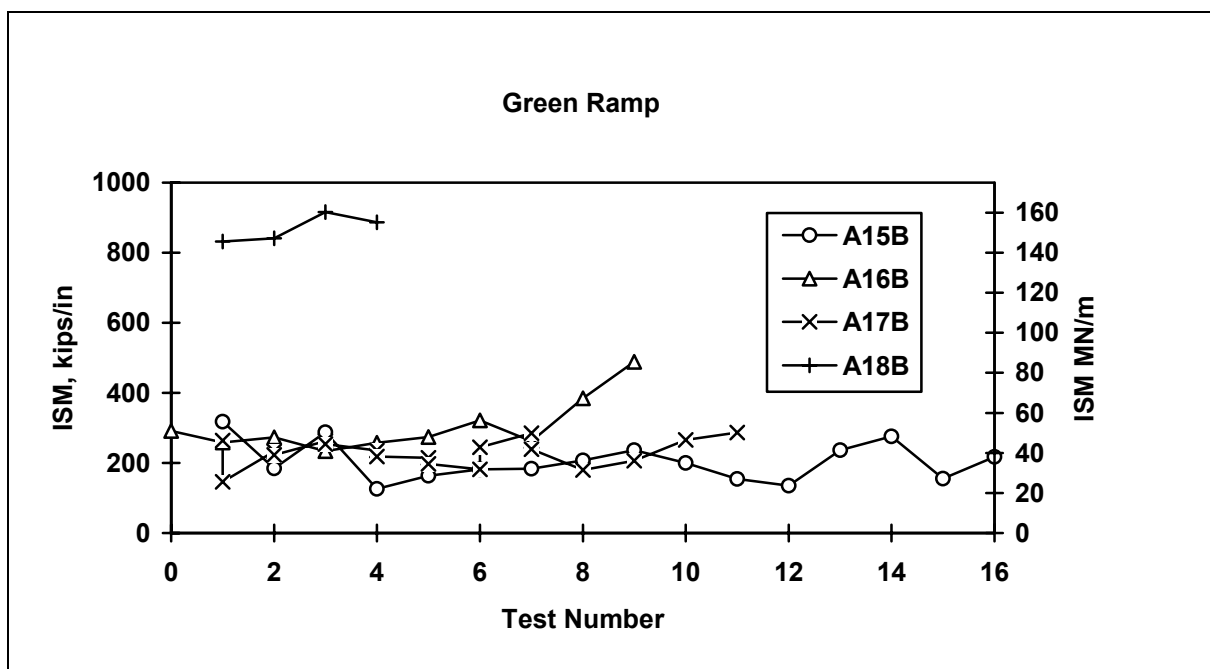


Figure B23. ISM profile, Green Ramp, Features A15B, A16B, A17B, and A18B

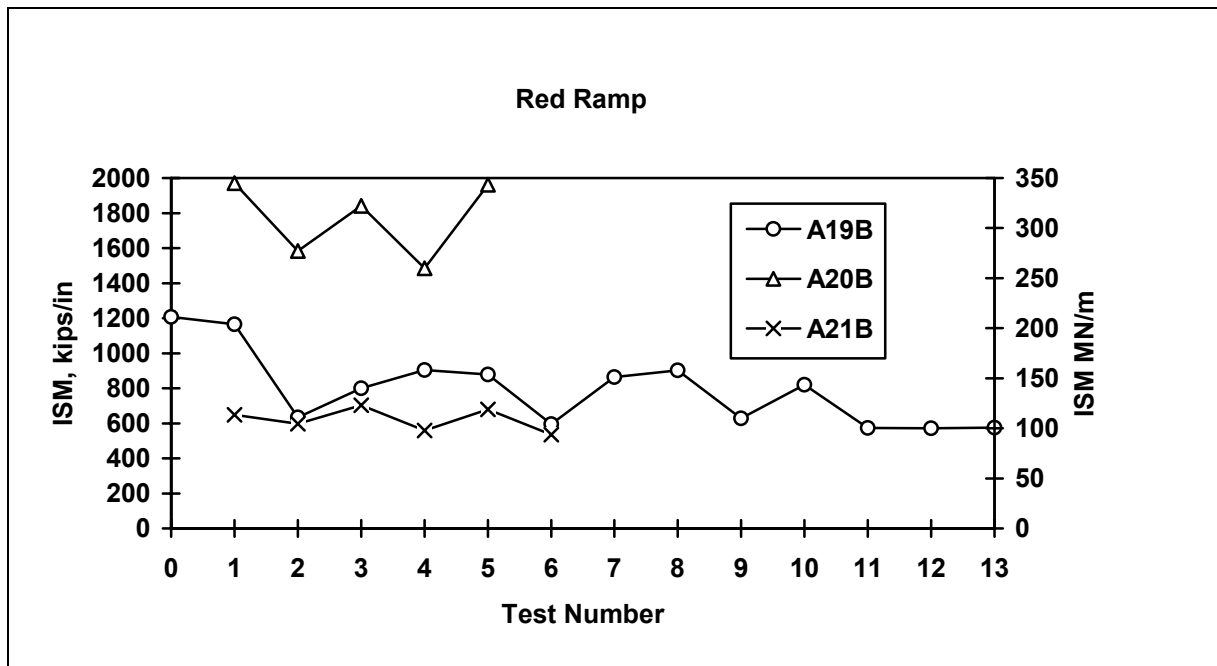


Figure B24. ISM profile, Red Ramp, Features A19B, A20B, and A21B

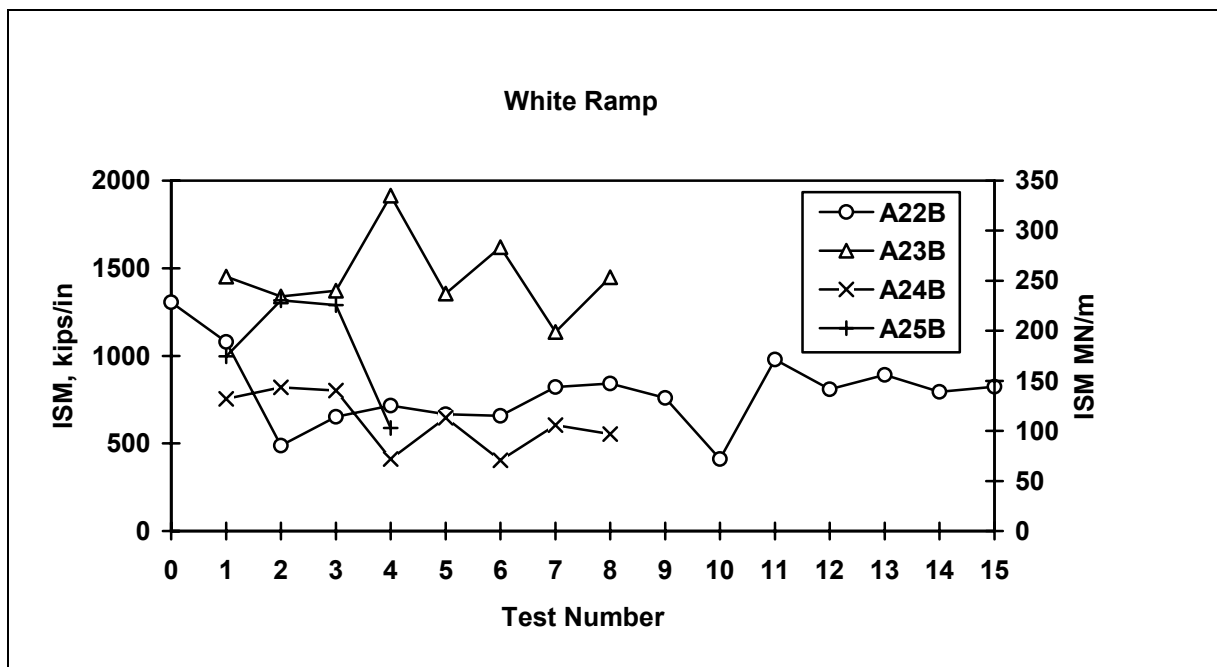


Figure B25. ISM profile, White Ramp, Features A22B, A23B, A24B, and A25B

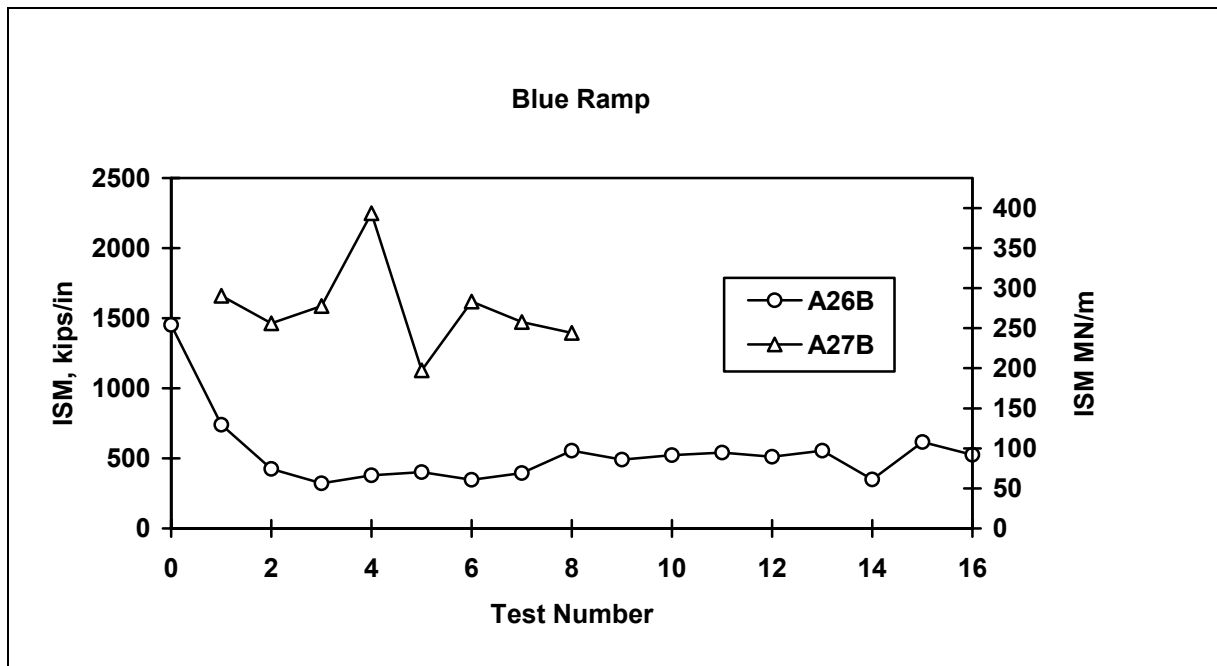


Figure B26. ISM profile, Blue Ramp, Features A26 and A27B

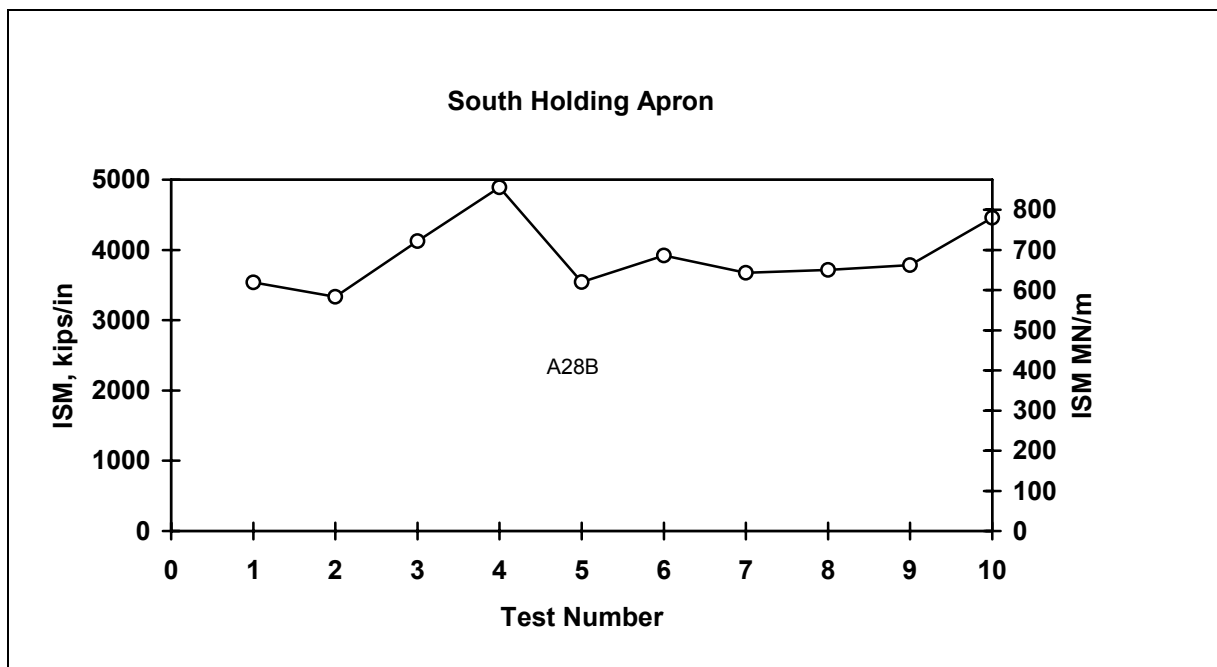


Figure B27. ISM profile, South Holding Apron, Feature A28B

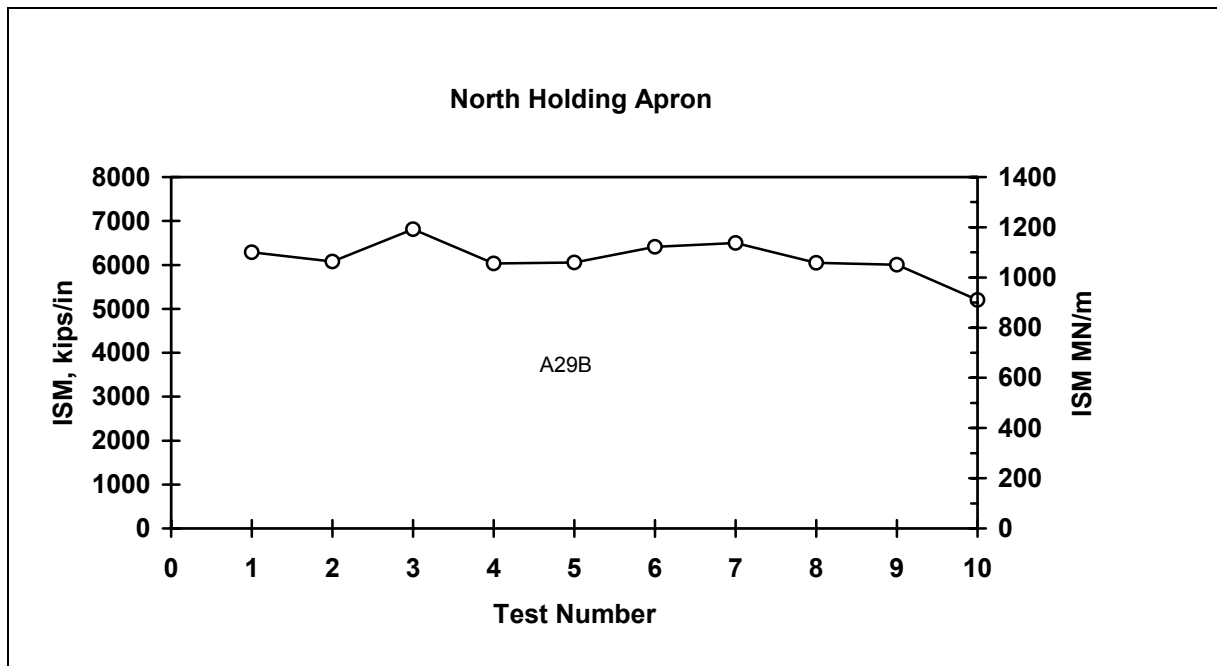


Figure B28. ISM profile, North Holding Apron, Feature A29B

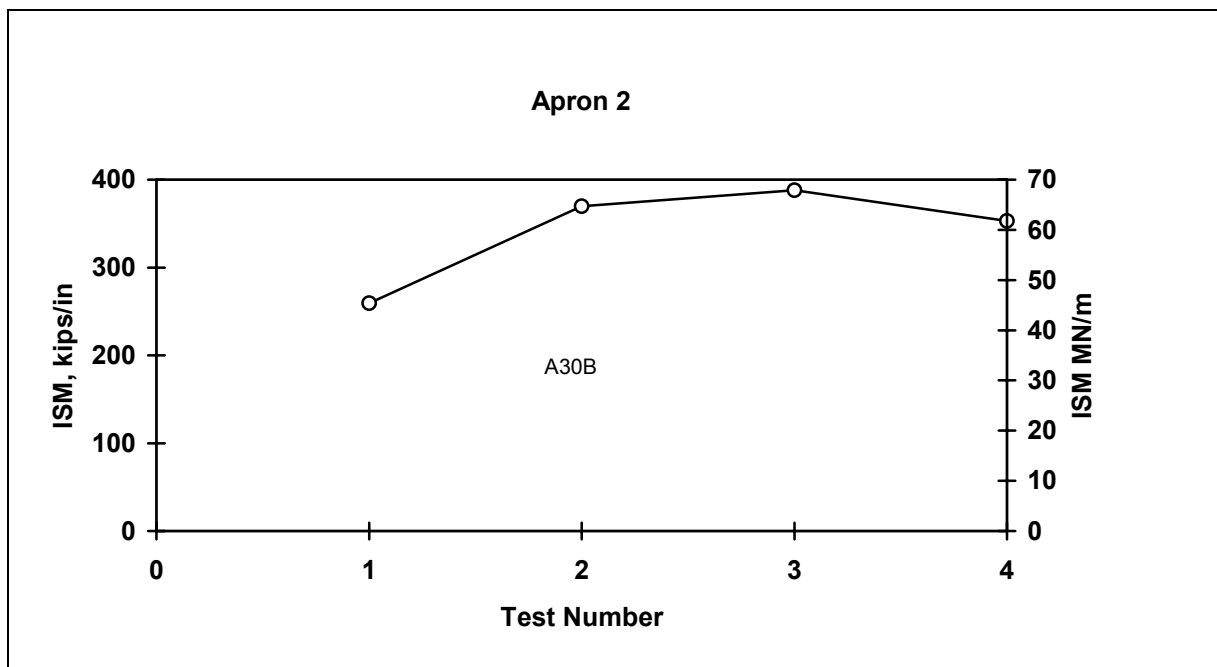


Figure B29. ISM profile, Apron 2, Feature A30B

Table B1 NDT Test Results, Representative Basins									
Feature	ISM MN/m (kips/in.)	Load kN (lb)	Deflection, μ m (mils)						
			D1	D2	D3	D4	D5	D6	D7
Runway 15-33									
R1A	1 067 (6,097)	236 (53,049)	221 (8.7)	191 (7.5)	175 (6.9)	160 (6.3)	145 (5.7)	130 (5.1)	117 (4.6)
R3C	309 (1,765)	222 (49,947)	718 (28.3)	533 (21.0)	404 (15.9)	307 (12.1)	241 (9.5)	191 (7.5)	150 (5.9)
R5A	461 (2,635)	223 (50,062)	483 (19.0)	338 (13.3)	279 (11.0)	236 (9.3)	198 (7.8)	165 (6.5)	137 (5.4)
R6C	311 (1,777)	217 (48,874)	699 (27.5)	500 (19.7)	378 (14.9)	295 (11.6)	229 (9.0)	183 (7.2)	150 (5.9)
R8C	220 (1,225)	215 (48,378)	1 003 (39.5)	742 (29.2)	516 (20.3)	368 (14.5)	264 (10.4)	201 (7.9)	157 (6.2)
R10A	1 138 (6,500)	231 (52,000)	203 (8.0)	178 (7.0)	163 (6.4)	147 (5.8)	135 (5.3)	122 (4.8)	107 (4.2)
R11A	1 215 (6,941)	225 (50,666)	185 (7.3)	160 (6.3)	150 (5.9)	137 (5.4)	124 (4.9)	114 (4.5)	104 (4.1)
Runway 03-21									
R14A	130 (743)	130 (29,270)	1 000 (39.4)	742 (29.2)	526 (20.7)	366 (14.4)	249 (9.8)	168 (6.6)	114 (4.5)
R15A	207 (1,185)	132 (29,742)	638 (25.1)	333 (13.1)	213 (8.4)	150 (5.9)	109 (4.3)	86 (3.4)	69 (2.7)
R16C	103 (589)	129 (28,896)	1 247 (49.1)	693 (27.3)	427 (16.8)	277 (10.9)	178 (7.0)	114 (4.5)	84 (3.3)
R17C	88 (500)	120 (27,053)	1 374 (54.1)	876 (34.5)	495 (19.5)	284 (11.2)	188 (7.4)	135 (5.3)	107 (4.2)
R19C	142 (812)	127 (28,662)	896 (35.3)	678 (26.7)	467 (18.4)	310 (12.2)	180 (7.1)	127 (5.0)	104 (4.1)
R20A	91 (521)	119 (26,807)	1 308 (51.5)	950 (37.4)	577 (22.7)	302 (11.9)	213 (8.4)	157 (6.2)	124 (4.9)
R21A	205 1,170)	132 (29,730)	645 (25.4)	574 (22.6)	467 (18.4)	366 (14.4)	282 (11.1)	211 (8.3)	155 (6.1)
Rotary-Wing Runway									
R22B	42 (238)	65 (14,702)	1 572 (61.9)	894 (35.2)	371 (14.6)	140 (5.5)	76 (3.0)	66 (2.6)	61 (2.3)
Taxiway K									
T1A	938 (5,360)	229 (51,456)	244 (9.6)	236 (9.3)	224 (8.8)	208 (8.2)	191 (7.5)	175 (6.9)	155 (6.1)
T2A	533 (3,047)	214 (48,143)	401 (15.8)	371 (14.6)	338 (13.3)	300 (11.8)	257 (10.1)	216 (8.5)	175 (6.9)
T3A	1 333 (7,615)	227 (51,019)	170 (6.7)	152 (6.0)	147 (5.8)	137 (5.4)	127 (5.0)	114 (4.5)	104 (4.1)
T4A	673 (3,847)	226 (50,785)	335 (13.2)	320 (12.6)	297 (11.7)	269 (10.6)	241 (9.5)	216 (8.5)	188 (7.4)
T5A	1 210 (6,913)	228 (51,154)	188 (7.4)	173 (6.8)	163 (6.4)	150 (5.9)	135 (5.3)	119 (4.7)	107 (4.2)
T6A	158 (900)	158 (35,479)	1 001 (39.4)	620 (24.4)	348 (13.7)	224 (8.8)	160 (6.3)	127 (5.0)	109 (4.3)
Taxiway G									
T7A	1 213 (6,930)	225 (50,590)	185 (7.3)	170 (6.7)	160 (6.3)	152 (6.0)	137 (5.4)	127 (5.0)	114 (4.5)
(Sheet 1 of 4)									

Table B1 (Continued)

Feature	ISM MN/m (kips/in.)	Load kN (lb)	Deflection, μm (mils)						
			D1	D2	D3	D4	D5	D6	D7
Taxiway G									
T8A	1 208 (6,904)	230 (51,786)	191 (7.5)	168 (6.6)	155 (6.1)	145 (5.7)	132 (5.2)	119 (4.7)	109 (4.3)
Taxiway B									
T9A	71 (405)	64 (14,476)	907 (35.7)	462 (18.2)	231 (9.1)	127 (5.0)	81 (3.2)	58 (2.3)	51 (2.0)
Taxiway C									
T10C	85 (484)	53 (11,910)	625 (24.6)	386 (15.2)	196 (7.7)	102 (4.0)	61 (2.4)	46 (1.8)	36 (1.4)
Taxiway D									
T11A	60 (345)	66 (14,786)	1 087 (42.8)	544 (21.4)	269 (10.6)	157 (6.2)	107 (4.2)	76 (3.0)	61 (2.4)
Taxiway E									
T12A	54 (307)	65 (14,690)	1 209 (47.6)	475 (18.7)	261 (10.3)	152 (6.0)	102 (4.0)	71 (2.8)	61 (2.4)
Taxiway F									
T13A	58 (332)	65 (14,623)	1 120 (44.1)	630 (24.8)	279 (11.0)	130 (5.1)	69 (2.7)	61 (2.4)	48 (1.9)
Taxiway P									
T14C	145 (827)	163 (36,559)	1 123 (44.2)	1 021 (40.2)	843 (33.2)	660 (26.6)	518 (20.4)	389 (15.3)	287 (11.3)
T15C	49 (281)	64 (14,432)	1 303 (51.3)	655 (25.8)	264 (10.4)	165 (6.5)	114 (4.5)	86 (3.4)	71 (2.8)
Short Taxiway F									
T16C	70 (400)	68 (15,195)	965 (38.0)	566 (22.3)	264 (10.4)	132 (5.2)	81 (3.2)	64 (2.5)	56 (2.2)
Taxiway H									
T17C	181 (1,032)	163 (36,559)	899 (35.4)	607 (23.9)	414 (16.3)	300 (11.8)	221 (8.7)	178 (7.0)	147 (5.8)
T18B	121 (698)	160 (35,895)	1 306 (51.4)	935 (36.8)	612 (24.1)	417 (16.4)	292 (11.5)	216 (8.5)	168 (6.6)
T19B	178 (1,017)	160 (35,884)	897 (35.3)	676 (26.6)	490 (19.3)	356 (14.0)	264 (10.4)	206 (8.1)	173 (6.8)
Taxiway J									
T20C	89 (506)	68 (15,394)	772 (30.4)	508 (20.0)	191 (7.5)	127 (5.0)	94 (3.7)	74 (2.9)	61 (2.4)
Taxiway L									
T21B	138 (788)	158 (35,538)	1 146 (45.1)	810 (31.9)	572 (22.5)	409 (16.1)	261 (10.3)	206 (8.1)	168 (6.6)
T22B	181 (1,034)	162 (36,380)	894 (35.2)	483 (19.0)	442 (17.4)	373 (14.7)	310 (12.2)	249 (9.8)	201 (7.9)
T23B	146 (883)	159 (35,661)	1 026 (40.4)	536 (21.1)	465 (18.3)	381 (15.0)	305 (12.0)	236 (9.3)	185 (7.3)
T24B	232 (1,323)	161 (36,126)	693 (27.3)	582 (22.9)	485 (19.1)	396 (15.6)	315 (12.4)	251 (9.9)	198 (7.8)
(Sheet 2 of 4)									

(Sheet 2 of 4)

Table B1 (Continued)

Feature	ISM MN/m (kips/in.)	Load kN (lb)	Deflection, μm (mils)						
			D1	D2	D3	D4	D5	D6	D7
Taxiway M									
T25B	217 (1,240)	163 (36,722)	752 (29.6)	541 (21.3)	480 (18.9)	409 (16.1)	333 (13.1)	269 (10.6)	216 (8.5)
Rotary-Wing Runway Access Taxiway									
T26B	58 (330)	67 (15,052)	1 158 (45.6)	732 (28.8)	391 (15.4)	211 (8.3)	130 (5.1)	89 (3.5)	76 (3.0)
Black Ramp									
A1B	891 (5,091)	229 (51,417)	257 (10.1)	239 (9.4)	226 (8.9)	211 (8.3)	193 (7.6)	175 (6.9)	157 (6.2)
A2B	380 (2,172)	211 (47,341)	554 (21.8)	528 (20.8)	465 (18.3)	404 (15.9)	333 (13.1)	264 (10.4)	203 (8.0)
Brown Ramp									
A3B	30 (173)	46 (10,285)	1 514 (59.6)	721 (28.4)	251 (9.9)	109 (4.3)	69 (2.7)	53 (2.1)	43 (1.7)
A4B	190 (1,088)	156 (35,157)	820 (32.3)	744 (29.3)	605 (23.8)	465 (18.3)	340 (13.4)	234 (9.2)	170 (6.7)
A5B	253 (1,445)	223 (50,125)	881 (34.7)	848 (33.4)	706 (27.8)	561 (22.1)	432 (17.0)	323 (12.7)	241 (9.5)
A6B	71 (405)	66 (14,746)	925 (36.4)	396 (15.6)	193 (7.6)	107 (4.2)	66 (2.6)	56 (2.2)	41 (1.6)
Yellow Ramp									
A7B	102 (583)	66 (14,913)	650 (25.6)	389 (15.3)	218 (8.6)	132 (5.2)	86 (3.4)	64 (2.5)	56 (2.2)
A8B	175 (999)	156 (35,081)	892 (35.1)	732 (28.8)	612 (24.1)	483 (19.0)	373 (14.7)	284 (11.2)	216 (8.5)
A9B	233 (1,332)	163 (36,623)	699 (27.5)	462 (18.2)	396 (15.6)	325 (12.8)	262 (10.3)	206 (8.1)	160 (6.3)
A10B	124 (708)	152 (34,176)	1 227 (48.3)	767 (29.0)	655 (25.8)	531 (20.9)	424 (16.7)	323 (12.7)	249 (9.8)
A11B	293 (1,674)	171 (38,335)	582 (22.9)	523 (20.6)	450 (17.7)	373 (14.7)	397 (11.7)	234 (9.2)	183 (7.2)
A12B	203 (1,161)	162 (36,325)	795 (31.3)	488 (19.2)	445 (17.5)	353 (13.9)	277 (10.9)	213 (8.4)	170 (6.7)
Apron 1									
A14B	434 (2,481)	219 (49,132)	503 (19.8)	460 (18.1)	401 (15.8)	340 (13.4)	277 (10.9)	218 (8.6)	173 (6.8)
Taxiway K									
A15B	32 (184)	48 (10,801)	1 491 (58.7)	602 (23.7)	229 (9.0)	137 (5.4)	91 (3.6)	69 (2.7)	58 (2.3)
A16B	51 (291)	47 (10,539)	919 (36.2)	422 (16.6)	170 (6.7)	91 (3.6)	61 (2.4)	48 (1.9)	43 (1.7)
A17B	32 (180)	48 (10,861)	1 529 (60.2)	721 (28.4)	264 (10.4)	165 (6.5)	127 (5.0)	91 (3.6)	81 (3.2)
A18B	147 (841)	126 (28,165)	851 (33.5)	729 (28.7)	582 (22.9)	452 (17.8)	338 (13.3)	249 (9.8)	183 (7.2)
Red Ramp									
A19B	151 (864)	157 (35,328)	1 039 (40.9)	574 (22.6)	310 (12.2)	196 (7.7)	152 (6.0)	124 (4.9)	104 (4.1)
(Sheet 3 of 4)									

Table B1 (Concluded)									
Feature	ISM MN/m (kips/in.)	Load kN (lb)	Deflection, μ m (mils)						
			D1	D2	D3	D4	D5	D6	D7
Red Ramp (Continued)									
A20B	322 (1,841)	218 (48,981)	676 (26.6)	559 (22.0)	437 (17.2)	335 (13.2)	257 (10.1)	196 (7.7)	155 (6.1)
A21B	119 (680)	123 (27,724)	1 036 (40.8)	546 (21.5)	279 (11.0)	170 (6.7)	119 (4.7)	91 (3.6)	79 (3.1)
White Ramp									
A22B	172 (980)	157 (35,356)	917 (36.1)	559 (22.0)	330 (13.0)	224 (8.8)	165 (6.5)	132 (5.2)	107 (4.2)
A23B	237 (1,355)	215 (48,250)	904 (35.6)	747 (29.4)	579 (22.8)	442 (17.4)	328 (12.9)	241 (9.5)	178 (7.0)
A24B	106 (605)	121 (27,184)	1 140 (44.9)	597 (23.5)	302 (11.9)	191 (7.5)	137 (5.4)	107 (4.2)	86 (3.4)
A25B	174 (997)	212 (47,567)	1 212 (47.7)	582 (22.9)	450 (17.7)	368 (14.5)	284 (11.2)	218 (8.6)	173 (6.8)
Blue Ramp									
A26B	90 (512)	118 (26,580)	1 318 (51.9)	645 (25.4)	290 (11.4)	170 (6.7)	135 (5.3)	109 (4.3)	91 (3.6)
A27B	278 (1,587)	216 (48,560)	777 (30.6)	660 (26.0)	523 (20.6)	404 (15.9)	302 (11.9)	224 (8.8)	163 (6.4)
South Holding Apron									
A28B	662 (3,783)	224 (50,320)	338 (13.3)	325 (12.8)	307 (12.1)	287 (11.3)	264 (10.4)	239 (9.4)	211 (8.3)
North Holding Apron									
A29B	1 100 (6,285)	226 (50,912)	206 (8.1)	196 (7.7)	180 (7.1)	165 (6.5)	147 (5.8)	132 (5.2)	119 (4.7)
Apron 2									
A30B	62 (353)	49 (11,048)	795 (31.3)	363 (14.3)	150 (5.9)	94 (3.7)	69 (2.7)	53 (2.1)	46 (1.8)
(Sheet 4 of 4)									

Table B2 Summary of Modulus Values¹				
Feature	Surface Modulus MPa (psi¹)	Base Modulus MPa (psi¹)	Subbase Modulus MPa (psi¹)	Subgrade Modulus MPa (psi¹)
PCC Pavements				
R1A	47 115 (6,834,150)	178 (25,835) ²	--	178 (25,835) ²
R10A	66 448 (9,635,585)	196 (28,387) ²	--	196 (28,387) ²
R11A	61 425 (8,909,872)	180 (26,176) ²	--	180 (26,176) ²
R14A	1 838 (207,366) ³	34 470 (5,000,000) ⁴	--	84 (12,197)
R21A	1 700 (246,474) ³	44 817 (6,500,854)	--	89 (12,934)
T1A	59 108 (8,573,851)	100 (14,440) ²	--	100 (14,440) ²
T2A	41 496 (6,019,165)	100 (40,000) ⁴	119 (17,190) ⁵	119 (17,190) ⁵
T3A	71 459 (10,365,326)	171 (24,780) ²	--	171 (24,780) ²
T4A	85 946 (12,466,848)	310 (45,000) ⁴	102 (14,825) ⁵	102 (14,825) ⁵
T5A	58 861 (8,538,064)	171 (24,800) ²	--	171 (24,800) ²
T7A	67 259 (9,756,060)	151 (21,939) ²	--	151 (21,939) ²
T8A	63 587 (9,223,513)	170 (24,693) ²	--	170 (24,693) ²
T14C	35 061 (5,085,778)	--	--	59 (8,588)
T19B	2 547 (369,421) ³	21 594 (3,132,248)	--	112 (16,310)
T22B	3 112 (451,365) ³	51 311 (7,442,898)	--	98 (14,260)
T23B	2 625 (380,758) ³	19 581 (2,840,264)	--	103 (14,975)
T24B	1 812 (262,772)	41 076 (5,958,229)	--	90 (13,063)
T25B	2 722 (394,777) ³	44 573 (6,465,516)	--	87 (12,568)
A1B	71 080 (10,310,344)	106 (15,420) ²	--	106 (15,420) ²
A2B	48 552 (7,042,635)	108 (15,637) ²	--	108 (15,637) ²
A4B	766 (111,177) ³	36 044 (5,228,364)	--	89 (12,981)
A5B	48 552 (9,232,956)	--	--	97 (14,039)
A8B	928 (134,606)	41 348 (5,997,610)	--	78 (11,294)
(Sheet 1 of 3)				
¹ Backcalculated modulus values using WESDEF.				
² Base and subgrade were combined.				
³ AC modulus based on temperature at the time of testing.				
⁴ Layer modulus fixed.				
⁵ Subbase and subgrade were combined.				

Table B2 (Continued)				
Feature	Surface Modulus MPa (psi¹)	Base Modulus MPa (psi¹)	Subbase Modulus MPa (psi¹)	Subgrade Modulus MPa (psi¹)
PCC Pavements				
A9B	590 (85,519)	60 011 (8,704,751)	--	111 (16,094)
A10B	796 (115,503) ³	31 921 (4,630,261)	--	70 (10,091)
A11B	3 258 (472,654) ³	52 927 (7,677,209)	--	101 (14,586)
A12B	2 809 (407,391) ³	29 893 (4,336,139)	--	111 (16,063)
A14B	37 708 (5,469,751)	136 (19,775) ²	--	136 (19,775) ²
A18B	29 011 (4,208,154)	--	--	71 (10,283)
A20B	28 618 (4,151,174)	--	--	161 (23,376)
A23B	18 396 (2,668,404)	--	--	126 (18,334)
A25B	12 843 (1,862,989)	--	--	150 (21,862)
A27B	23 273 (3,375,917)	--	--	138 (20,046)
A28B	54 770 (7,944,536)	74 (10,723) ²	--	74 (10,723) ²
A29B	70 266 (10,192,406)	158 (22,974) ²	--	158 (22,974) ²
AC Pavements				
R3C	4 279 (620,700)	977 (141,671)	157 (22,777) ⁵	157 (22,777) ⁵
R5C	5 612 (814,062)	1 700 (246,567)	9 940 (1,441,796)	158 (22,938)
R6C	3 529 (511,965)	2 189 (317,480)	159 (23,076) ⁵	159 (23,076) ⁵
R8C	3 311 (480,282)	489 (70,983)	141 (20,425) ⁵	141 (20,425) ⁵
R15A	1 666 (241,601)	625 (90,683)	--	189 (27,448)
R16A	1 387 (201,181)	172 (24,992)	--	122 (17,698)
R17C	2 770 (401,790)	155 (22,507)	--	103 (14,995)
R19C	2 049 (297,154)	930 (134,876)	113 (16,445) ⁵	113 (16,445) ⁵
R20C	5 433 (788,085)	92 (13,395)	--	94 (13,565)
(Sheet 2 of 3)				
¹ Backcalculated modulus values using WESDEF. ² Base and subgrade were combined. ³ AC modulus based on temperature at the time of testing. ⁴ Layer modulus fixed. ⁵ Subbase and subgrade were combined.				

Table B2 (Concluded)				
Feature	Surface Modulus MPa (psi)¹	Base Modulus MPa (psi)¹	Subbase Modulus MPa (psi)¹	Subgrade Modulus MPa (psi)¹
AC Pavements				
T6A	13 128 (1,904,211)	607 (88,083)	171 (24,811) ⁵	171 (24,811) ⁵
T9A	2 447 (354,955)	151 (21,863)	--	118 (17,168)
T10C	1 155 (167,500) ³	532 (81,482)	--	118 (17,101)
T16C	2 373 (344,145) ³	343 (49,708)	108 (15,733) ⁵	108 (15,733) ⁵
T17C	2 938 (426,210) ³	1 724 (250,000) ⁴	108 (19,606) ⁵	108 (19,606) ⁵
T18B	2 538 (368,187)	841 (121,945)	94 (13,615) ⁵	94 (13,615) ⁵
T20C	3 009 (436,481) ³	503 (73,008)	125 (18,084) ⁵	125 (18,084) ⁵
T21B	3 223 (467,494)	1 202 (174,426)	100 (14,475) ⁵	100 (14,475) ⁵
A6B	1 875 (271,987)	293 (42,572)	137 (19,872) ⁵	137 (19,872) ⁵
A7B	3 629 (526,382)	382 (55,477)	--	122 (17,655)
A19B	714 (103,689)	2 914 (422,827)	--	177 (25,717)
A21B	1 740 (252,449)	664 (96,321)	--	171 (24,791)
A22B	2 298 (333,282) ³	2 158 (313,074)	--	174 (25,245)
A24B	956 (138,743)	740 (107,394)	--	152 (22,117)
A26B	1 479 (214,486)	193 (58,062)	--	145 (20,963)
(Sheet 3 of 3)				
¹ Backcalculated modulus values using WESDEF. ² Base and subgrade were combined. ³ AC modulus based on temperature at the time of testing. ⁴ Layer modulus fixed. ⁵ Subbase and subgrade were combined.				

Table B3 Summary of CBR Values Determined from LOW							
Feature	Mean ISM MN/m (kips/in.)	Surface Temperature °C (°F)	Pavement Age, Years	Surface Thickness Mm (in.)	Base Thickness, mm (in.)	Base CBR, %	Subgrade CBR, %
R22B	46 (250)	29 (84)	20	83 (3.25)	152 (6.0)	42	8.0
T11A	64 (325)	37 (99)	22	89 (3.5)	203 (8.0)	44	6.6
T12A	41 (341)	37 (99)	22	89 (3.5)	203 (8.0)	45	6.7
T13A	62 (346)	36 (97)	20	89 (3.5)	203 (8.0)	45	6.8
T15C	(335)	44 (111)	22	89 (3.5)	203 (8.0)	45	6.9
T26B	(329)	29 (84)	20	83 (3.25)	152 (6.0)	47	9.5
A3B	(174)	52 (126)	35	51 (2.0)	203 (8.0)	43	2.8
A15B	(204)	46 (115)	23	76 (3.0)	152 (6.0)	44	7.8
A16B	(304)	46 (115)	23	76 (3.0)	203 (8.0)	52	7.1
A17B	(234)	49 (121)	23	76 (3.0)	152 (6.0)	48	8.9
A30B	53 (343)	49 (121)	23	76 (3.0)	152 (6.0)	54	11
¹ 5- day mean air temperature prior to test date is 22°C (71F)							

Table B4
Joint Deflection Ratio

Feature	Joint Type	Construction Date	Joint Ratio, D2/D1 (%)
R1A	1 Transverse	1994	94
R1A	2 Longitudinal	1994	89
R1A	3 Transverse	1994	88
R1A	4 Longitudinal	1994	97
R1A	6 Longitudinal	1994	91
R1A	7 Transverse	1994	89
R1A	8 Longitudinal	1994	77
R1A	9 Transverse	1994	88
Average			89.1
R10A	73 Longitudinal	1966	66
R10A	74 Transverse	1966	71
R10A	75 Longitudinal	1966	61
R10A	76 Transverse	1966	88
Average			71.5
R11A	77 Longitudinal	1966	21
R11A	78 Transverse	1966	91
R11A	79 Longitudinal	1966	75
R11A	80 Transverse	1966	82
Average			67.2
T1A	5 Transverse	1966	88
T1A	6 Longitudinal	1966	87
T1A	15 Transverse	1966	91
T1A	16 Longitudinal	1966	84
T1A	25 Longitudinal	1966	90
T1A	26 Transverse	1966	86
T2A	35 Longitudinal	1966	87
T2A	36 Transverse	1966	83
T2A	45 Longitudinal	1966	91
T2A	46 Transverse	1966	77
T3A	55 Longitudinal	1966	90
T3A	56 Transverse	1966	74
T4A	65 Longitudinal	1966	89
T4A	66 Transverse	1966	74
Average			85.1
T7A	6 Transverse	1966	34
T7A	7 Longitudinal	1966	94
T7A	11 Transverse	1966	90
T7A	12 Longitudinal	1966	75
T7A	16 Longitudinal	1966	88
T7A	17 Transverse	1966	83
Average			77.3
(Continued)			

Table B4 (Concluded)			
Feature	Joint Type	Construction Date	Joint Ratio, D2/D1 (%)
T8A	5 Transverse	1966	92
T8A	8 Longitudinal	1966	82
T8A	15 Transverse	1966	90
T8A	18 Longitudinal	1966	80
T8A	25 Transverse	1966	81
T8A	28 Longitudinal	1966	83
T8A	31 Transverse	1966	53
Average			80.1
A1B	1 Transverse	1966	87
A1B	2 Transverse	1966	88
A1B	3 Transverse	1966	81
A1B	4 Longitudinal	1966	92
A1B	5 Longitudinal	1966	84
A1B	6 Longitudinal	1966	70
Average			83.7
A14B	1 Transverse	1958	77
A14B	2 Transverse	1958	69
A14B	3 Transverse	1958	90
A14B	4 Transverse	1958	66
A14B	5 Longitudinal	1958	78
A14B	6 Longitudinal	1958	84
A14B	7 Longitudinal	1958	67
A14B	8 Longitudinal	1958	70
Average			75.1
A25B	1 Transverse	1959	46
A25B	2 Transverse	1959	45
A25B	3 Longitudinal	1959	66
A25B	4 Longitudinal	1959	33
Average			47.5
A28B	1 Transverse	1966	60
A28B	2 Transverse	1966	92
A28B	3 Longitudinal	1966	91
A28B	8 Longitudinal	1966	96
Average			84.8
A29B	1 Transverse	1966	56
A29B	2 Longitudinal	1966	88
A29B	3 Transverse	1966	69
A29B	4 Longitudinal	1966	97
Average			77.5

Appendix C

Pavement Condition Survey and Results

Pavement Condition Survey

A pavement condition survey is a visual inspection of the airfield pavements to determine the present surface condition. The condition survey consists of inspecting the pavement surface for various types of distress, determining the severity of each distress, and measuring the quantity of each distress. The estimated quantities and severity of each distress type are used to compute the PCI for each feature. The PCI is a numerical indicator based on a scale from 0 to 100 and is determined by measuring pavement surface distress that reflects the surface condition of the pavement. Pavement condition ratings (from excellent to failed) are assigned to different levels of PCI values. These ratings and their respective PCI value definitions are shown in Figure C1. The distress types, severity levels, methods of survey, and PCI calculations are described in ASTM D5340-93.

The PCI and estimated distress quantities are determined for each feature. The information is based on inspection of a selected number of sample units. Sample units are subdivisions of a feature used exclusively to facilitate the inspection process and reduce the effort needed to determine distress quantities and the PCI. Each feature was divided into sample units. The sample units for AC pavement features were approximately 465 sq m (5,000 sq ft). A statistical sampling technique was used to determine the number of sample units to be inspected to provide a 95 percent confidence level. Sample units were chosen along the centerline of the taxiways and randomly on the runway and on the aprons. Sample unit locations for the various runway features are shown in Figures C2 and C3. Sample unit locations for the taxiway and apron features are shown in Figures C4 through C11. The surveyed sample units are circled. After the sample units were inspected, the mean PCI of all sample units within a feature was calculated and the feature was rated as to its condition: excellent, very good, good, fair, poor, very poor, or failed.

Analysis of PCI Data

The distress information collected during the survey was used with the Micro PAVER computer program to estimate the quantities of distress types for each feature. This information is presented along with the PCI, general rating, and distress mechanism (load, climate, or other) in Appendix E. Photos C1 through C12 show various types of distresses observed during the survey.

AR 420-72 (Headquarters, Department of the Army 2000) requires that all airfield pavements be maintained at or above the following PCI ranges:

- All runways > 70
- All primary taxiways ≥ 60
- All aprons and secondary taxiways > 55

AR 420-72 (Headquarters, Department of the Army 2000) also requires that the following PCI range for airfield pavements shall be used for the Installation Status Report (ISR) rating:

- $70 < \text{PCI} \leq 100$ equals an ISR Green rating
- $55 < \text{PCI} \leq 70$ equals an ISR Amber rating
- $0 < \text{PCI} \leq 55$ equals an ISR Red rating

The PCI for each sample unit inspected was calculated and stored on a Micro PAVER file for LAAF. The mean PCI for each feature was then calculated to determine the general condition or rating of the feature as shown in Figure C12. A comparison of the 2001, 1996, and 1991 PCI results is summarized in Table C1. The PCI of sixteen of the primary airfield features decreased from one to twenty-five points during the 1996 to 2001 period. This loss in PCI points is considered normal (4 to 6 points per year). The PCI of nine of the primary airfield features increased from two to twenty-one points during the 1996 to 2001 period. This was because scaling was not observed in 2001 as compared to 1996. The increase in PCI of seven to fifteen points on the Yellow Ramp was because the severity levels of the joint reflective cracking was considered less severe in 2001 than in 1996.

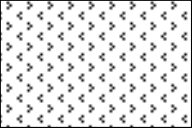


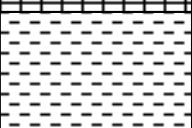



PAVEMENT CONDITION INDEX (PCI)		PAVEMENT CONDITION RATING
100		EXCELLENT
86		
85		VERY GOOD
71		
70		GOOD
56		
55		FAIR
41		
40		POOR
26		
25		VERY POOR
11		
10		FAILED
0		

Figure C1. Scale for pavement condition rating

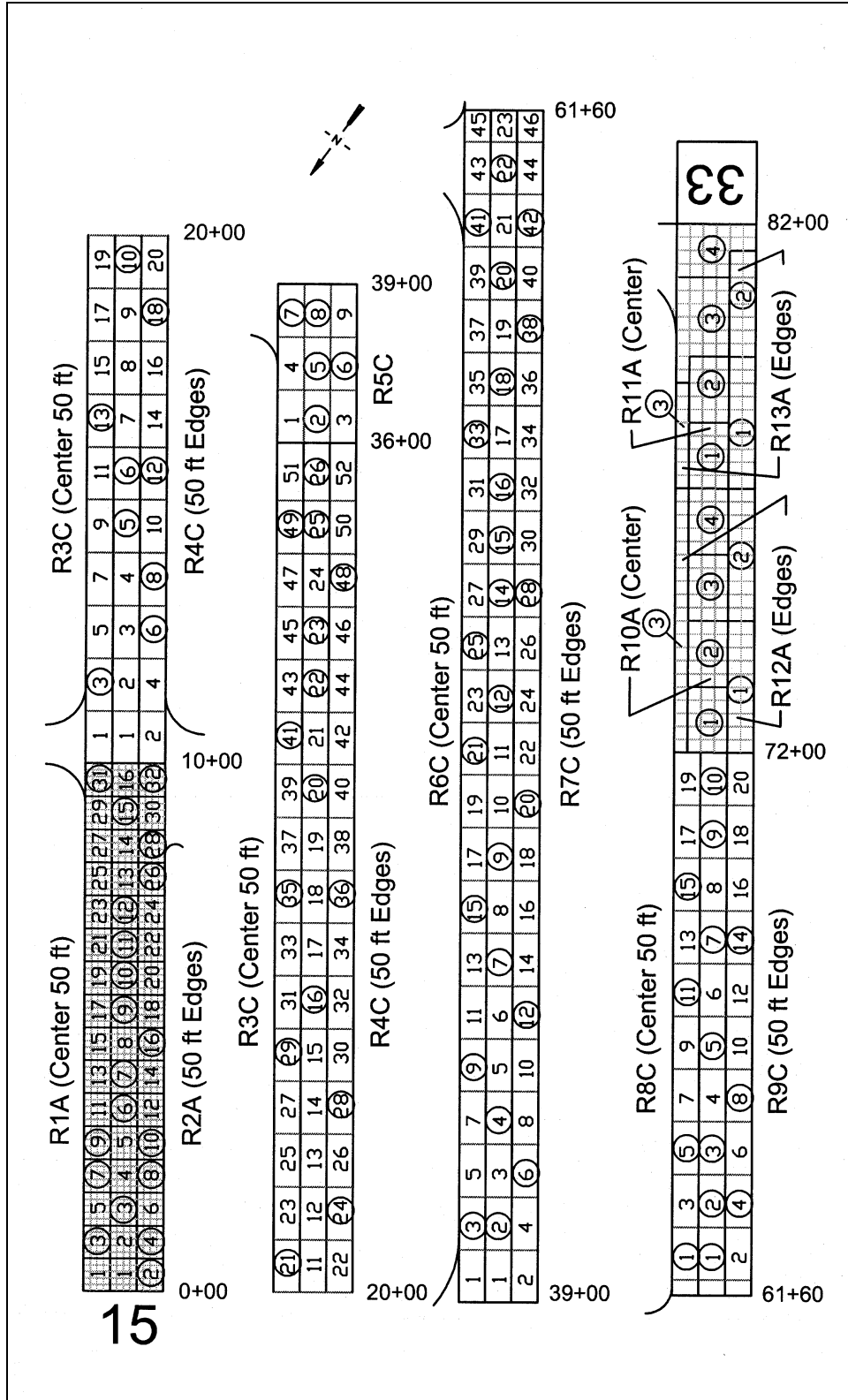


Figure C2. Sample unit layout, Runway 15-33, features R1A through R13A

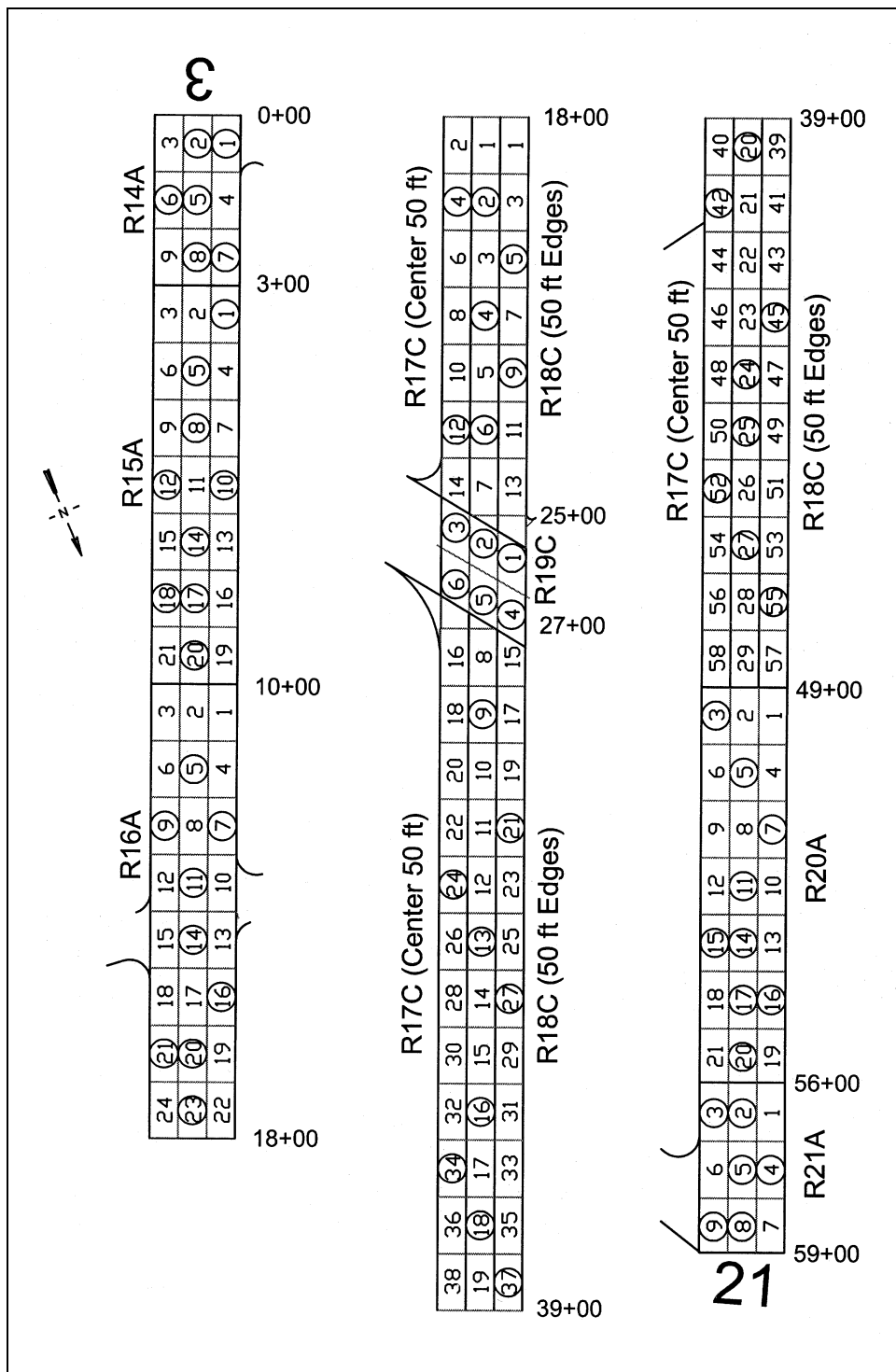


Figure C3. Sample unit layout, Runway 03-21, features R14A through R21A

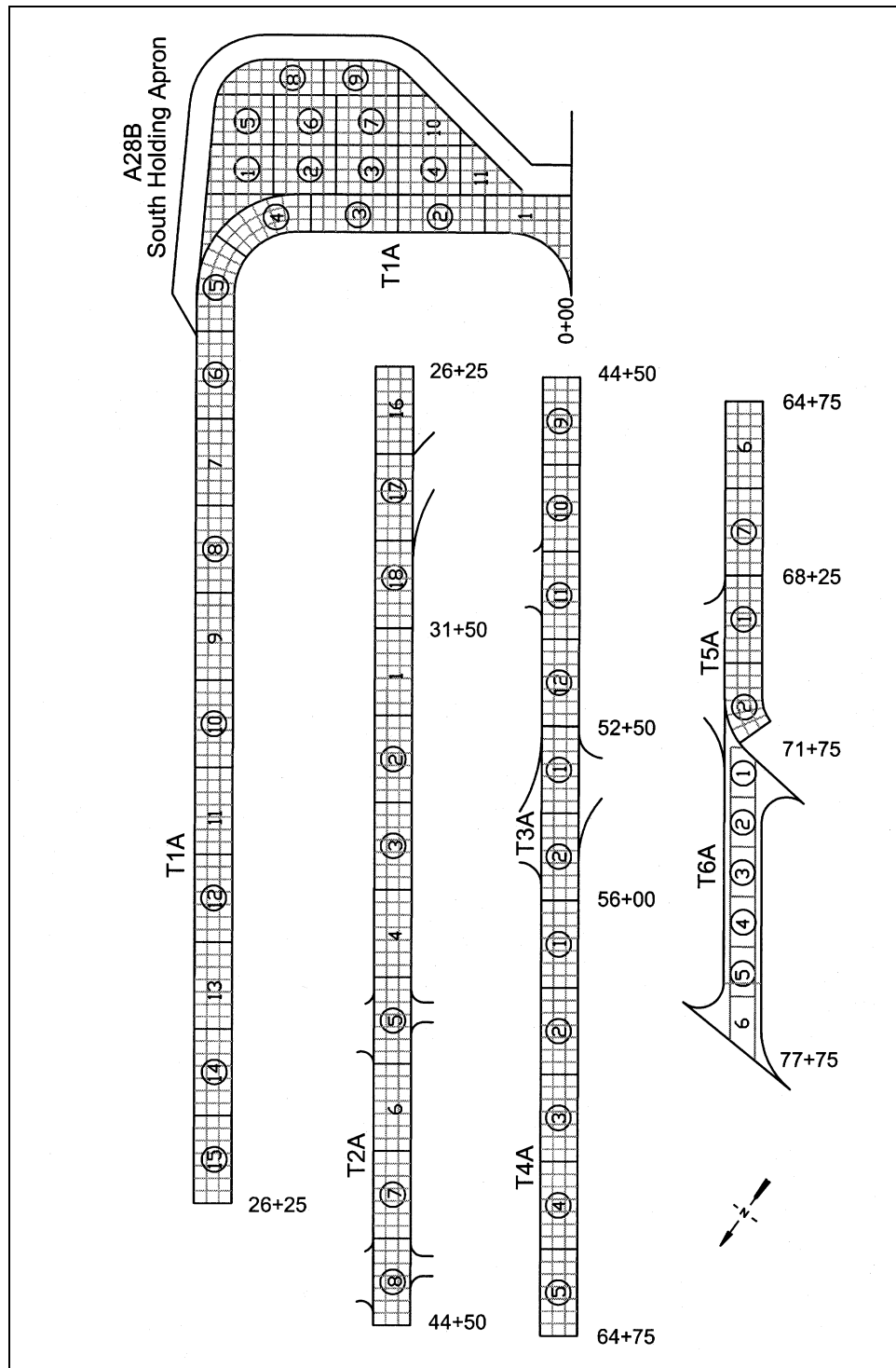


Figure C4. Sample unit layout, Taxiway K and the South Holding Apron, (T1A, T2A, T3A, T4A, T5A, T6A, and A28B)

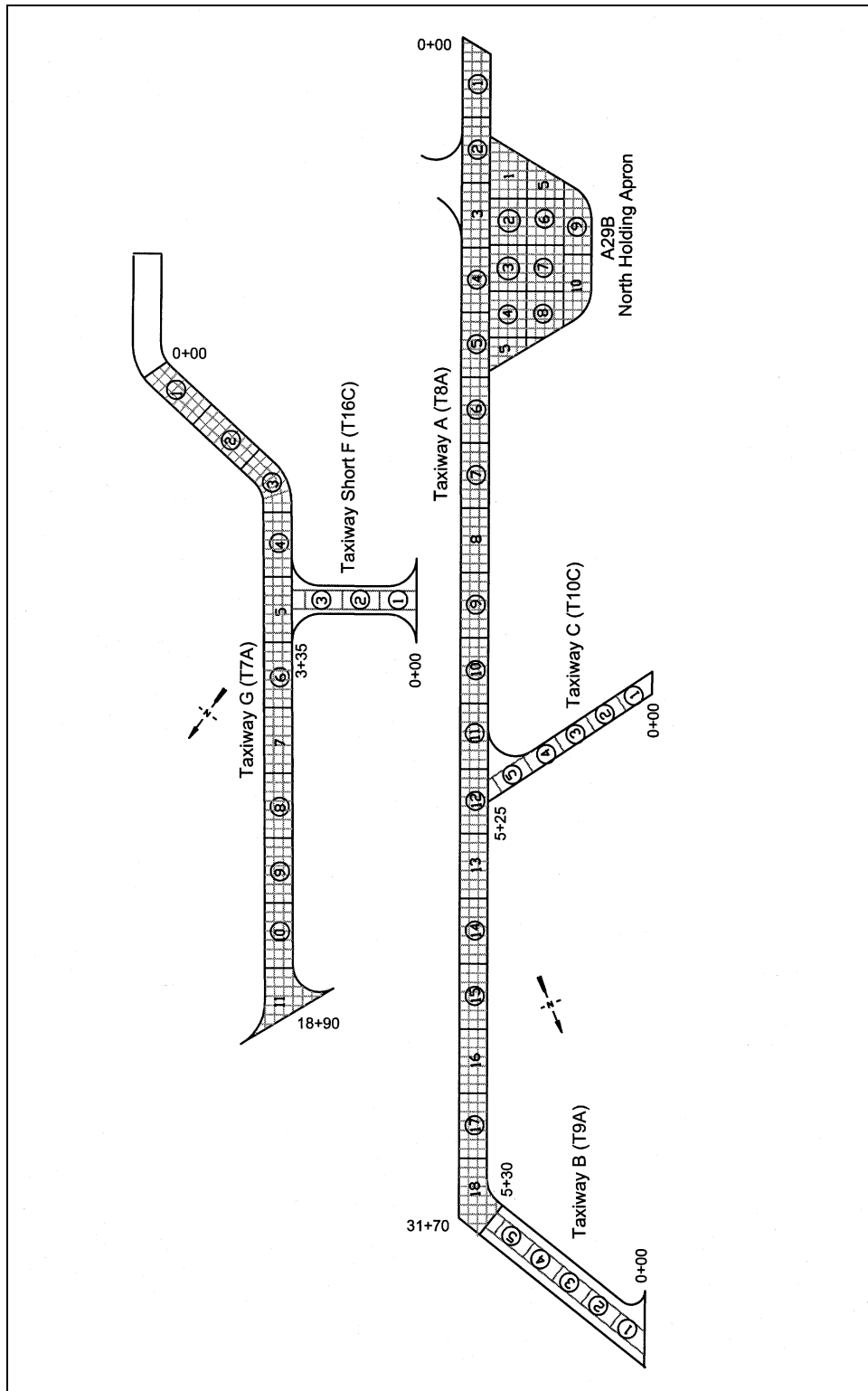


Figure C5. Sample unit layout, Taxiways A, B, C, G, Short F and the North Holding Apron (T8A, T9A, T10C, T7A, T16C and A29B)

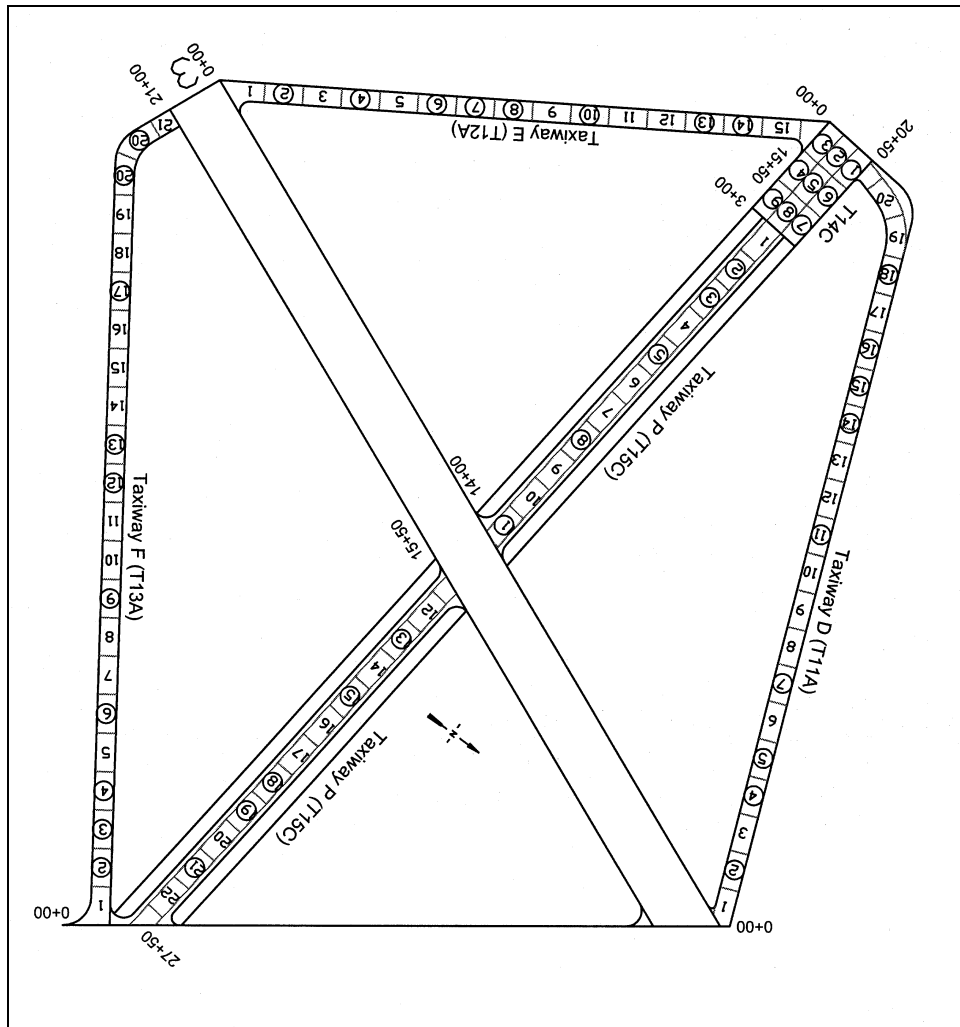


Figure C6. Sample unit layout, Taxiways D, E, F, and P (T11A, T12A, T13A, T14C, and T15C)

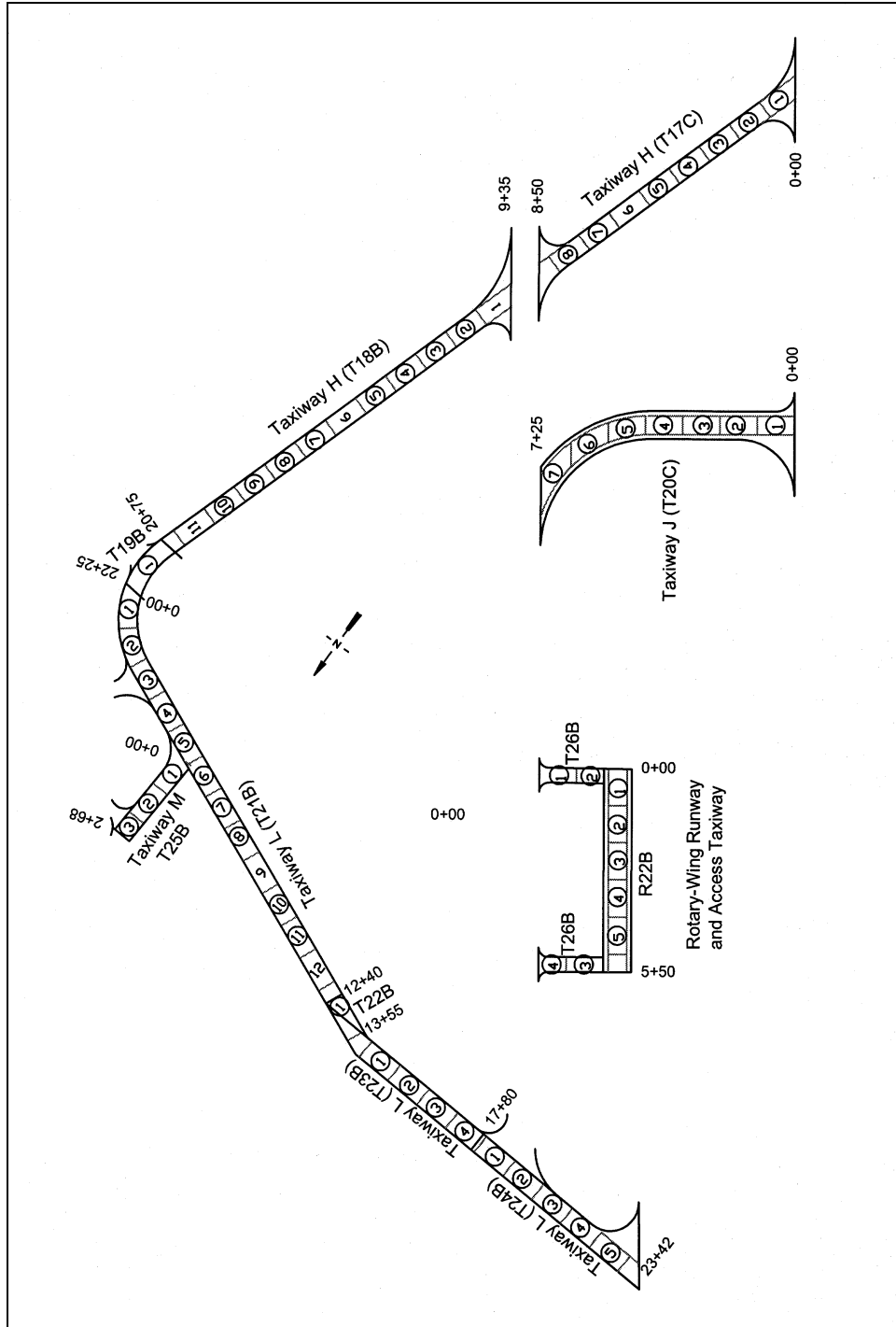


Figure C7. Sample unit layout, Rotary-Wing Runway and Taxiway, Taxiway H, J, L and M (R22B, T22B, T23B, T24B, T25B, and T26B), T20C, T21B, T22B, T23B, T24B, T25B, and T26B)

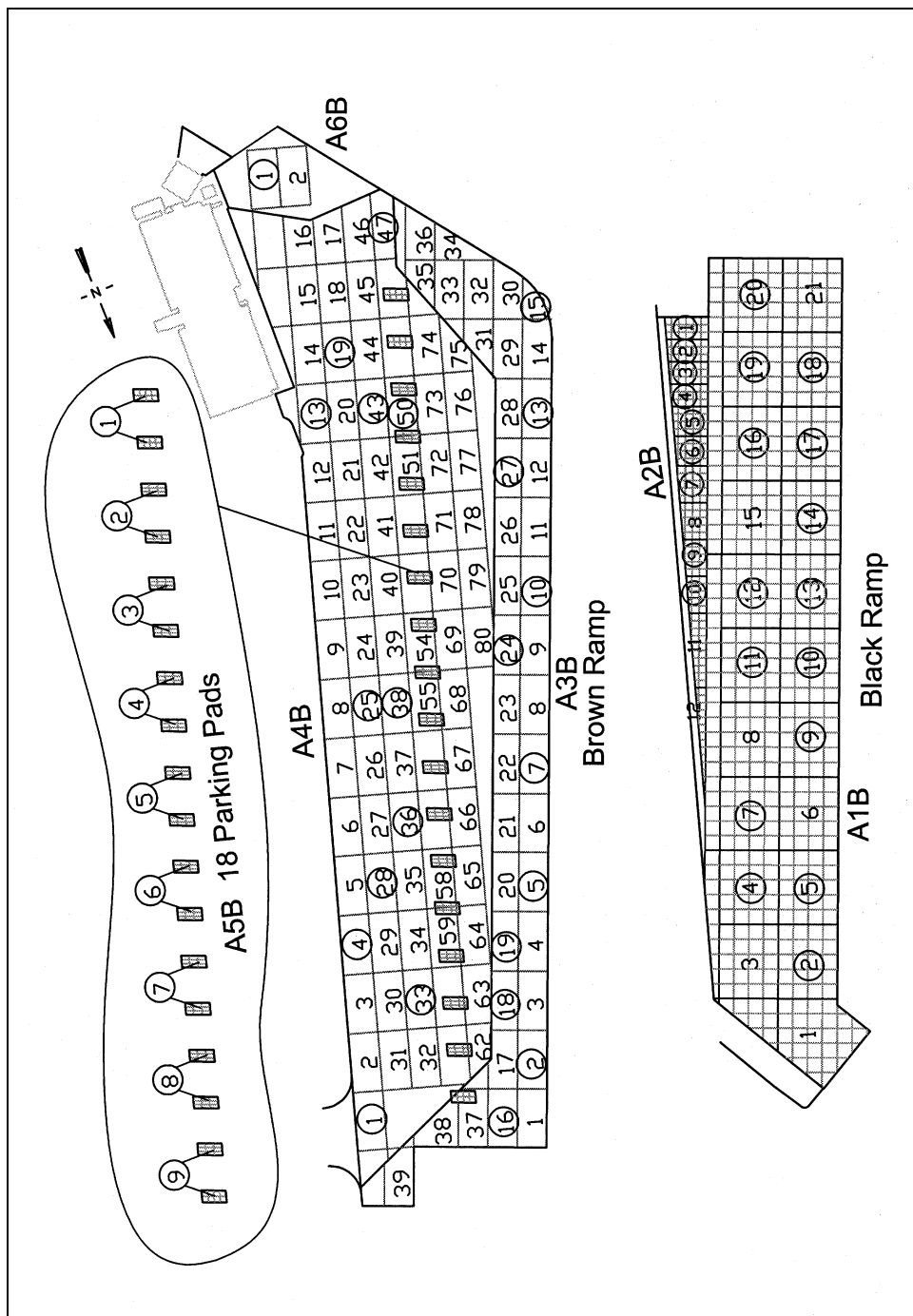


Figure C8. Sample unit layout, Black Ramp and Brown Ramp, (A1B, A2B, A3B, A4B, A5B, and A6B)

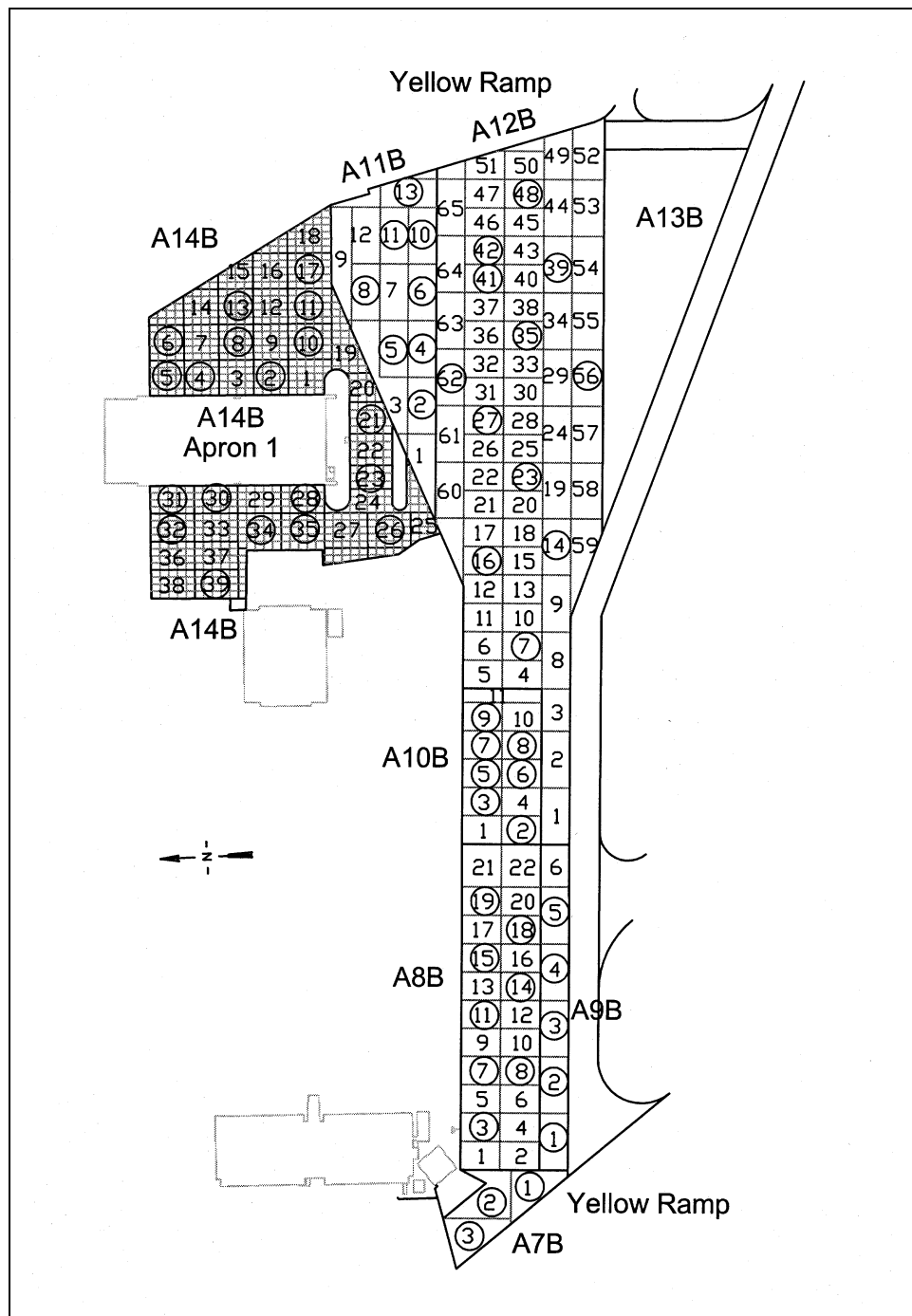


Figure C9. Sample unit layout, Yellow Ramp and Apron 1 (A7B, A8B, A9B, A10B, A11B, A13B, and A14B)

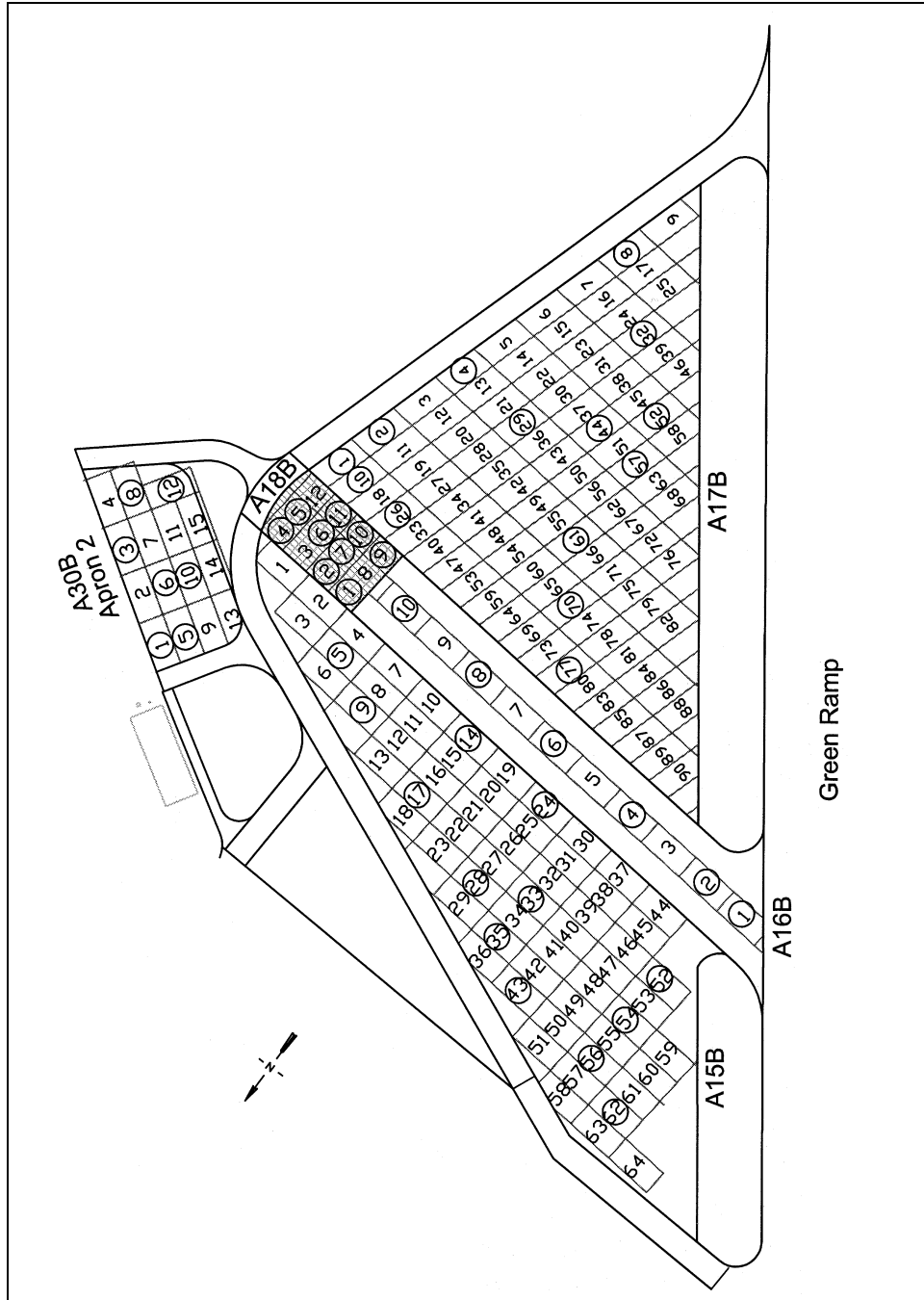


Figure C10. Sample unit layout, Green Ramp and Apron 2. (A15B, A16B, A17B, A18B, and A30B)

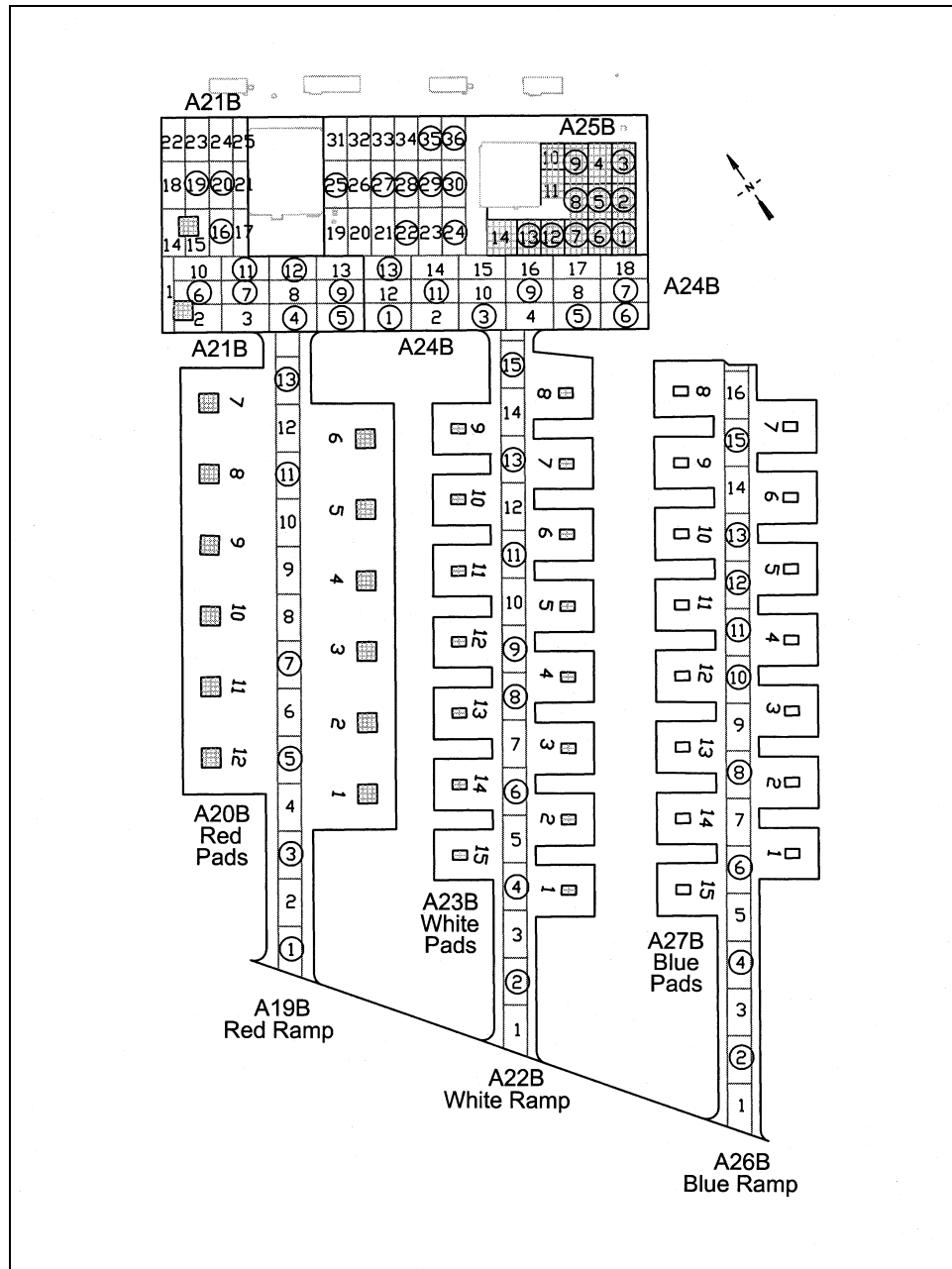


Figure C11. Sample unit layout, Red Ramp, White Ramp, and Blue Ramp, (A18B, A19B, A20B, A21B, A22B, A23B, A24B, A25B, A26B, and A27B)

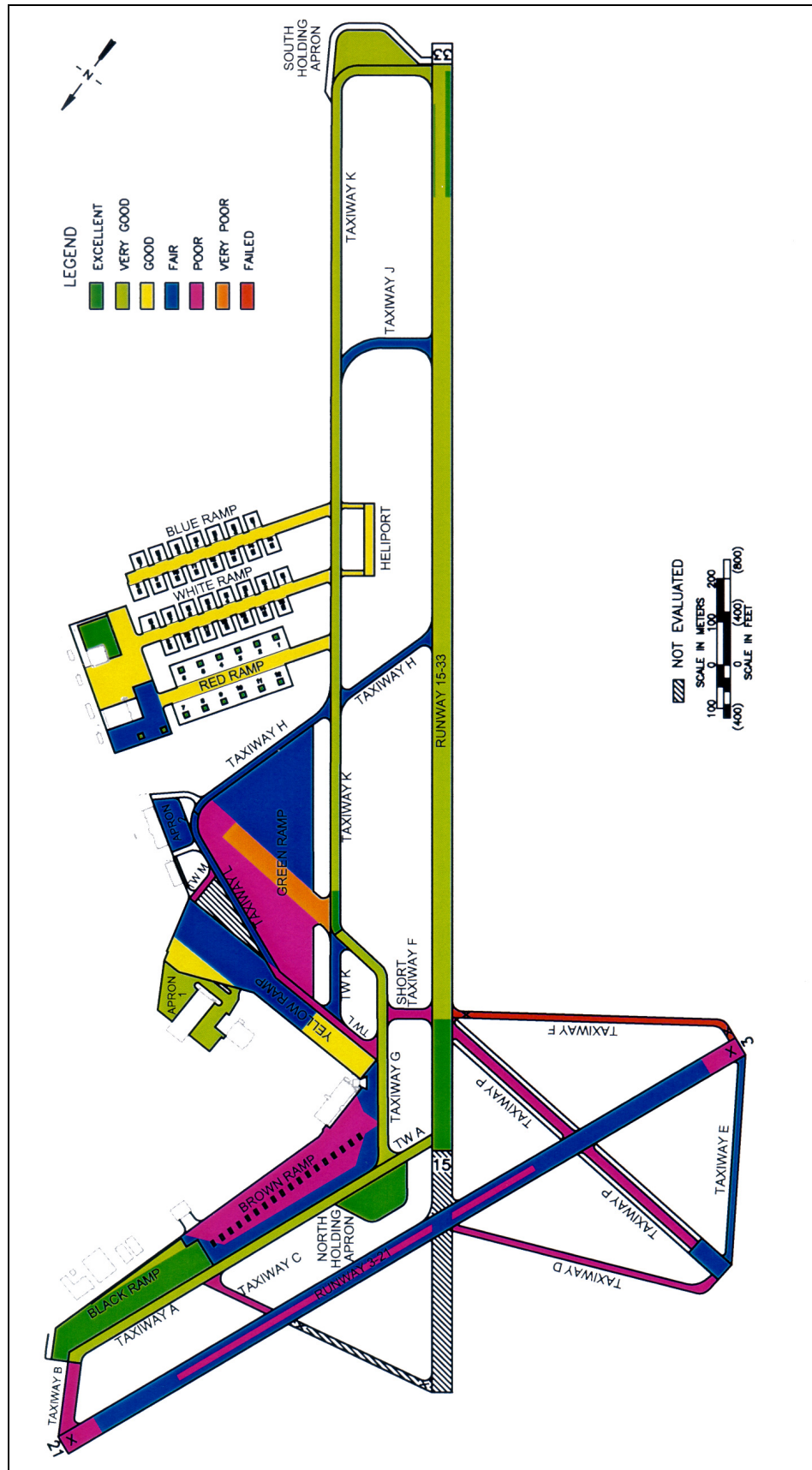


Table C1
Comparison of 1991, 1996, and 2001 PCI Surveys

Feature	1991 PCI	1996 PCI	2001 PCI	2001 Rating	Change in PCI From 1996 to 2001 (+ or -)	Pavement Type
Runways						
R1A	61	97 ¹	97	Excellent	0	PCC
R2A	-- ³	--	94	Excellent	--	PCC
R3C	64	100 ²	80	Very good	-20	AC
R4C	-- ³	100 ²	82	Very good	-18	AC
R5C	64	100 ²	82	Very good	-18	AC
R6C	64	100 ²	75	Very good	-25	AC
R7C	-- ³	100 ²	82	Very good	-18	AC
R8C	81	100 ²	77	Very good	-23	AC
R9C	-- ³	100 ²	83	Very good	-17	AC
R10A	79	81	80	Very good	-1	PCC
R11A	80	84	79	Very good	-5	PCC
R12A	-- ³	91	86	Very good	-5	PCC
R13A	-- ³	81	88	Very good	+7	PCC
R14A	32	34	29	Very good	-5	AC/PCC
R15A	64	46	43	Fair	-3	AC
R16A	64	46	44	Fair	-2	AC
R17C	64	46	40	Poor	-6	AC
R18C	--	46	43	Fair	-3	AC
R19C	64	46	42	Fair	-4	AC
R20A	64	56	42	Fair	-14	AC
R21A	64	17	31	Poor	+14	AC/PCC
R22B	64	59	64	Good	+5	AC
Taxiways						
T1A	90	68	79	Very good	+11	PCC
T2A	87	76	71	Very good	-5	PCC
T3A	89	75	72	Very good	-3	PCC
T4A	93	73	82	Very good	+9	PCC
T5A	93	73	86	Excellent	+13	PCC
T6A	57	63	41	Fair	-21	AC
T7A	91	75	83	Very good	+8	PCC
T8A	86	73	75	Very good	+2	PCC
T9A	68	42	39	Poor	-3	AC
T10C	46	42	30	Poor	-12	AC
T11A	46	46	33	Poor	-13	AC

(Sheet 1 of 3)

¹ Reconstructed in 1994.

² Overlaid in 1994.

³ Not surveyed prior to 1996.

Table C1 (Continued)						
Feature	1991 PCI	1996 PCI	2001 PCI	2001 Rating	Change in PCI From 1996 to 2001 (+ or -)	Pavement Type
Taxiways (Continued)						
T12A	46	46	47	Fair	+1	AC
T13A	45	15	7	Failed	-8	AC
T14C	69	44	44	Fair	0	PCC
T15C	45	46	26	Poor	-20	AC
T16C	27	48	34	Poor	-14	AC
T17C	46	54	46	Fair	-8	AC
T18B	46	50	55	Fair	+5	AC
T19B	37	46	47	Fair	+1	AC/PCC
T20C	46	46	49	Fair	+3	AC
T21B	46	46	44	Fair	-2	AC/PCC
T22B	46	46	46	Fair	0	AC/PCC
T23B	37	47	27	Poor	-20	AC/PCC
T24B	37	47	36	Poor	-11	AC/PCC
T25B	37	33	40	Poor	+7	AC/PCC
T26B	64	59	64	Good	+5	AC
Aprons						
A1B	92	77	86	Very good	+9	PCC
A2B	-- ³	76	84	Very good	+8	PCC
A3B	46	46	43	Fair	-3	AC
A4B	46	49	37	Poor	-12	AC/PCC
A5B	-- ³	82	82	Very good	0	PCC
A6B	46	46	47	Fair	+1	AC
A7B	46	46	41	Fair	-5	AC
A8B	37	54	61	Good	+7	AC/PCC
A9B	37	42	57	Good	+15	AC/PCC
A10B	37	46	46	Fair	0	AC/PCC
A11B	37	45	60	Good	+15	AC/PCC
A12B	37	45	55	Fair	+10	AC/PCC
A13B	46	46	-- ⁴	--	--	AC
A14B	92	80	85	Very good	+5	PCC
A15B	46	46	36	Poor	-10	AC
A16B	21	18	21	Very poor	+3	AC
A17B	46	46	55	Fair	+9	AC
A18B	44	32	33	Poor	+1	PCC
(Sheet 2 of 3)						
³ Not surveyed prior to 1996.						
⁴ Not surveyed in 2001.						

Table C1 (Concluded)						
Feature	1991 PCI	1996 PCI	2001 PCI	2001 Rating	Change in PCI From 1996 to 2001 (+ or -)	Pavement Type
Aprons (Continued)						
A19B	46	64	64	Good	0	AC
A20B	94	87	88	Excellent	+1	PCC
A21B	46	61	54	Fair	-7	AC
A22B	46	64	64	Good	0	AC
A23B	89	85	90	Excellent	+5	PCC
A24B	46	64	57	Good	-7	AC
A25B	89	79	91	Excellent	+12	PCC
A26B	46	64	64	Good	0	AC
A27B	75	76	77	Very good	+1	PCC
A28B	91	80	80	Very good	0	PCC
A29B	93	71	92	Excellent	+21	PCC
A30B	46	46	47	Fair	+1	AC
<i>(Sheet 3 of 3)</i>						



Photo C1. Runway 15-33, Feature R3C, low-severity longitudinal crack



Photo C2. Runway 15-33, Feature R3C, vegetation in longitudinal crack



Photo C3. Runway 15-33, Feature R12A, low-severity corner spall



Photo C4. Runway 03-21, Feature R15A, medium-severity block cracking



Photo C5. Runway 03-21, Feature R17C, low-severity alligator cracking



Photo C6. Taxiway K, Feature T1A, filled longitudinal crack



Photo C7. Taxiway K, Feature T2A, medium-severity longitudinal crack



Photo C8. Taxiway A, Feature T8A, failure at intersection of A and G



Photo C9. Yellow Ramp, Feature A9B, medium-severity joint reflective cracking



Photo C10. Green Ramp, Feature A15B, depression



Photo C11. South Holding Apron, Feature A28B, vegetation in joints



Photo C12. South Holding Apron, Feature A28B, medium-severity joint spall

Appendix D

Structural Analyses

General

The performance of the airfield pavement facilities was analyzed for either the mixture of traffic shown in Table A4 or for specific aircraft traffic based on usage.

The mixture of aircraft traffic listed in Table A4 was converted to equivalent traffic of the critical aircraft based on the procedure outlined in TM 5-825-2/DM 21.3/AFM 88-6, Chapter 2 (Headquarters, Departments of the Army, the Air Force, and the Navy 1978). The critical aircraft is defined as that aircraft within a mixture of various aircraft operating at a facility that will impose a more severe combination of gear load and tire pressure than the other assigned aircraft at their respective pass levels. For the projected aircraft traffic mixture, the critical aircraft within the mixture was determined and the number of passes of the critical aircraft required to produce an effect on the pavement equivalent to the total mixture of traffic was computed. The current Corps of Engineers (CE) design criteria is utilized to analyze and equate the various aircraft loadings. PCC and AC pavements have different design criteria and, thus, a different number of equivalent operations of the design aircraft. The critical aircraft operating on the PCC and AC primary fixed-wing pavements (Runway 15-33, Taxiways A, G, Short F, H (T17C), K, and J, the Black Ramp and the North and South Holding Aprons) was determined to be the C-17 aircraft. The performance of Runway 03-21, Taxiways B, C, D, E, and F, and the Brown Ramp was based on the C-130 aircraft. These facilities are utilized for overflow C-130 aircraft. The remaining fixed-wing pavements (Taxiways H (T18B and T19C), L, M, the Yellow Ramp, Green Ramp, and Aprons 1 and 2) were evaluated for C-37 aircraft traffic. The evaluation of all rotary-wing pavements (the Red, White, and Blue Ramps, and the Rotary-Wing Runway and taxiway) was based on the CH-47 aircraft. Table D1 presents the critical aircraft computation results for the airfield.

The operational ACN values determined for the critical aircraft (263 Mg (580-kip) C-17 aircraft) are shown in Table D2 for the four subgrade strength categories.

In a wartime scenario, aircraft may be required to operate at weights that exceed normal peacetime loads. These aircraft would have a higher ACN, would cause more damage, and reduce the life of the pavement. A mobilization ACN can be determined from the appropriate ACN-PCN curve presented in ETL 1110-3-394 (Headquarters, Department of the Army 1991). Typical ACN-PCN curves for the C-130 are shown in Figure D1. For contingency planning, it is often necessary to determine the largest aircraft that can safely land on an airfield. Runway length is a critical factor in this determination. Minimum take-off distances for maximum take-off weights of aircraft are also given in ETL 1110-3-394 (Headquarters, Department of the Army 1991). For a specified aircraft, the ACN can be determined from the ACN-PCN curve and then the effect of the higher loads on the airfield can be determined from the ACN/PCN ratio. Specific aircraft mobilization traffic requirements are contained in classified mobilization plans and are not included in this report.

ACN-PCN Method of Reporting Pavement Structural Condition

The ACN-PCN method is structured so that the structural evaluation of a pavement for a particular aircraft can be accomplished by using the ratio of the aircraft ACN to the pavement PCN. For a given pavement life and a given number of operations of a particular aircraft, there is a relationship between the ACN/PCN ratio and the percent of pavement life used by the applied traffic. For a given ACN/PCN ratio, a relationship exists for the number of operations that will produce failure of the pavement. These relationships provide a method for evaluating a pavement for allowable load depending on an acceptable degree of damage to the pavement or an allowable number of operations of a particular aircraft to cause failure of a pavement. For aircraft having an ACN equal to the PCN, the predicted failure of the pavement would equal the design life of the pavement. Aircraft having ACN's higher than the pavement PCN would overload the pavement and decrease the life of the pavement. Likewise if the ACN of the operational aircraft were less than the pavement PCN, the life of the pavement would be greater than the design life. If the operational ACN is greater than the pavement PCN and a decrease in pavement life is not acceptable, then structural improvement of the pavement is required to bring the pavement PCN up to or greater than the operational ACN.

PCN Analysis

Modulus values shown in Appendix B were input into the computerized Layered Elastic Evaluation Program (LEEP) to determine the load-carrying capacity of each pavement feature in accordance with UFC 3-260-03 (Headquarters, Departments of the Army, Navy, and the Air Force 2001). Using the design aircraft and traffic levels for normal operations, a PCN was determined for each pavement feature. The PCN is determined using the allowable gross aircraft load and the subgrade strength category. To determine the subgrade category,

backcalculated subgrade moduli were converted to CBR values using the correlation $E = 1500 (\text{CBR})$. Table D3 presents a summary of the evaluation of each pavement feature in terms of allowable gross aircraft loadings, PCN, and overlay thicknesses required to increase the structural capacity such that the mission traffic can be supported ($\text{PCN} \geq \text{operational ACN}$). The Airfield Pavement Evaluation Chart (APEC) presented in Illustration 1 shows a layout of the airfield pavements and corresponding PCN for each facility.

The PCN codes and PCI for each feature were analyzed to establish ISR ratings listed in Table 3-1. An ISR Rating for each pavement facility is shown in Illustration 2. AR 420-72 (Headquarters Department of the Army 2000) requires that the following ACN/PCN ratios be used in determining ISR ratings for airfield pavement facilities.

$\text{ACN/PCN} \leq 1.0$ equals an ISR Green rating

$1.0 < \text{ACN/PCN} \leq 1.5$ equals an ISR Amber rating

$\text{ACN/PCN} > 1.5$ equals an ISR Red rating

For those features having a $\text{PCN} < \text{the required operational ACN}$, the additional pavement thickness (overlay) needed to support the mission traffic was computed. Although the required increase in pavement strength is presented as an overlay thickness, several other approaches could be considered. A detailed analysis will be required to select and design the most cost-effective repair or improvement alternative. It should be noted that although less than 102 mm (4-in.) -thick AC overlay requirements are indicated in Table D3, the following minimum thicknesses are recommended in UFC 3-260-2 (Headquarters, Departments of the Army, Navy, and the Air Force 2001):

- a. 51 mm (2-in.) -thick minimum AC overlay over AC pavements.
- b. 102 mm (4-in.) -thick minimum AC overlay over PCC pavements.
- c. 152 mm (6-in.) -thick minimum PCC partially or nonbonded overlay.
- d. 51 mm (2-in.) -thick minimum PCC fully bonded overlay over PCC pavements.

These minimum overlay requirements are required to control the degree of cracking which will occur in the base pavement (existing pavement) due to the application of the design traffic. If those features needing structural improvements are not upgraded in a timely manner pavement may deteriorate rapidly and result in damage to all pavement layers and an increase in cost for the necessary improvements. Excessive damage may also result in lengthy closures of the pavement facility.

The PCN codes for the weakest feature within each pavement facility are shown in Table D4. The PCN code includes the PCN numerical value, pavement type, subgrade category, allowable tire pressure, and method used to determine the PCN. An example of a PCN code is: 30/F/A/W/T, with 30 expressing the numerical PCN value, F indicating a flexible pavement, A indicating high

strength subgrade, W indicating high-allowable tire pressure, and T indicating that the PCN value was obtained by a technical evaluation. Table D5 presents a description of the letter codes comprising the PCN code. Each PCN assumes that only the design aircraft will be used for the stated number of passes. Theoretically, if the PCN is equal to the ACN, the pavement should perform satisfactorily and require only routine maintenance through the length of the analysis period. There may be situations when it is necessary to overload a pavement, i.e., the ACN is greater than the PCN. Examples are emergency landings, short-term contingencies, exercises, and air shows. Pavements can usually support some overload; however, pavement life can be reduced. If the PCN were less than the ACN, the ACN/PCN ratio would be greater than 1 and the pavement would be expected to fail before reaching the end of the analysis period. As a general rule, ACN/PCN ratios of up to 1.25 have minimal impact on pavement life. If the ACN/PCN ratio is between 1.25 and 1.50, aircraft operations should be limited to 10 passes and the pavement inspected after each operation. Aircraft operations resulting in an ACN/PCN ratio over 1.50 should not be allowed except for emergencies. An example of how to use the ACP/PCN method to determine if an aircraft will overload a pavement is shown below.

Example Problem

Runway 15-33, the PCC portion of Taxiway K, Taxiways G and A and Feature A1B of the Black Ramp must be used for 1,000 passes of a C-17 aircraft operating at a take-off weight of 263 300 kg (580,000 lb). Find the weakest features on each facility and determine if they can support this traffic?

Solution

From Table D3, determine the weakest feature on R/W 15-33, the PCC portion of Taxiway K, Taxiways G and A and the Black Ramp; from Figure D1 determine the ACN of a 263 300 kg (580,000 lb) C-17, and then calculate the ACN/PCN ratio using the appropriate PCN from Table D3.

a. Runway 15-33.

Weakest feature is R10A (see Table D3)

PCN for R10A = 52/R/B/W/T

ACN for a 263 300 kg (580,000 lb) C-17 on a medium strength subgrade = 49/R/B/W/T (see Figure D1).

ACN/PCN ratio is 49/52 or 0.94; therefore R10A should perform satisfactorily.

b. PCC portion of Taxiway K.

Weakest feature is T4A (see Table D3)

PCN for T4A = 31/R/B/W/T

ACN for a C-17 on a low strength subgrade = 49/R/B/W/T (see Figure D1).

ACN/PCN ratio is 49/31 or 1.58; therefore T4A should be limited to emergency C-17 traffic.

c. Taxiway G (T7A).

PCN for T7A = 57/R/C/W/T

ACN for a C-17 on a low strength subgrade = 49/R/C/W/T (see Figure D1).

ACN/PCN ratio is 49/57 or 0.86; therefore T7A should perform satisfactorily.

d. Taxiway A (T8A).

PCN for T8A = 59/R/B/W/T

ACN for a C-17 on a low strength subgrade = 49/R/B/W/T (see Figure D1).

ACN/PCN ratio is 49/59 or 0.83; therefore T8A should perform satisfactorily.

e. Black Ramp (A1B).

PCN for A1B = 45/R/C/W/T

ACN for a C-17 on a low strength subgrade = 49/R/C/W/T (see Figure D1).

ACN/PCN ratio is 49/45 or 1.09; therefore the overload on A1B will have minimal impact on the pavement life.

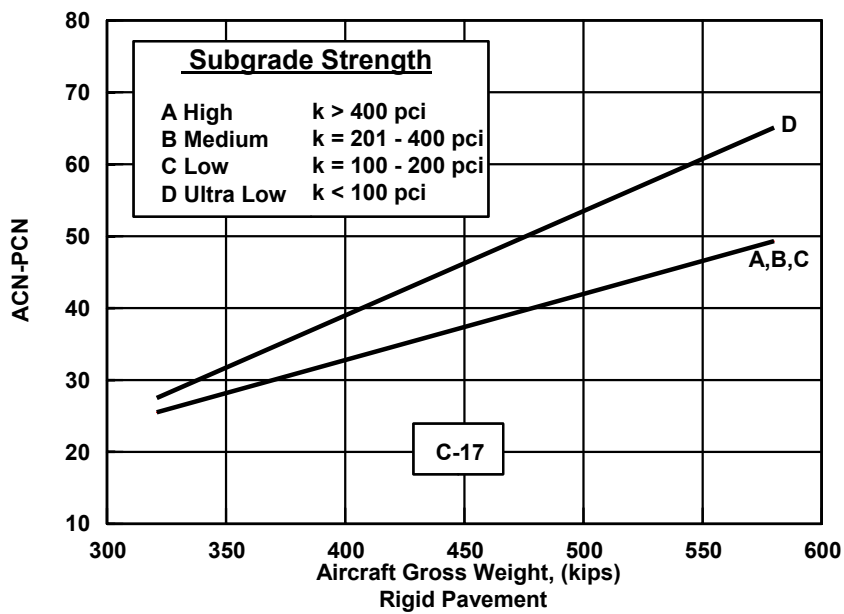
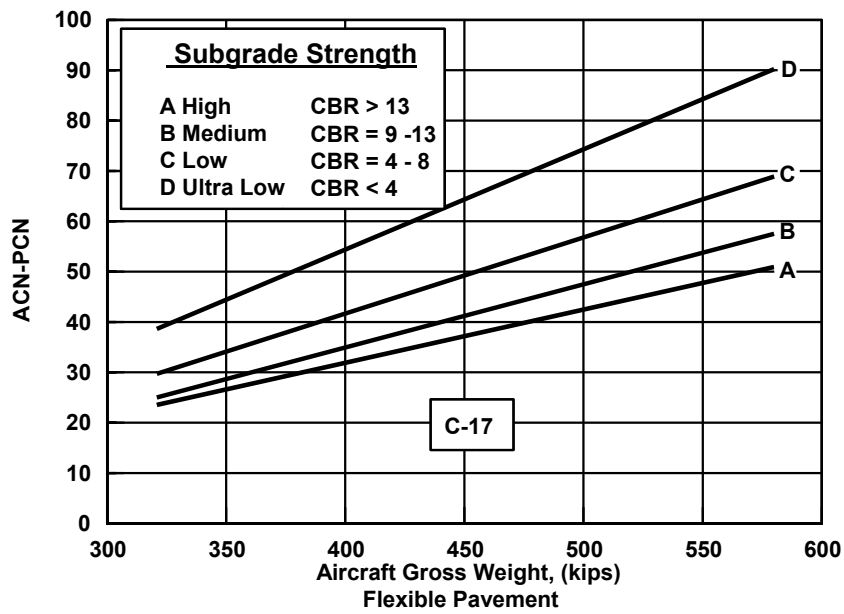


Figure D1. ACN-PCN curve for a C-17

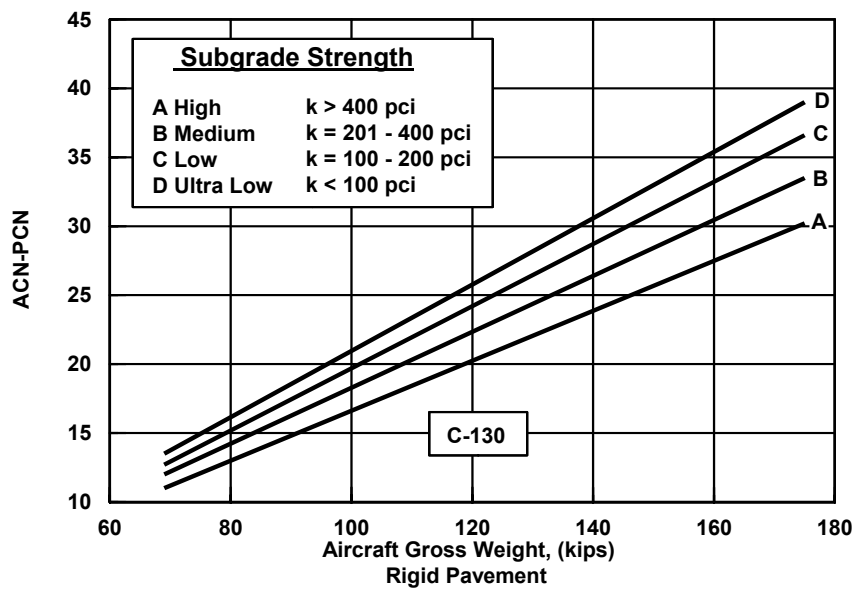
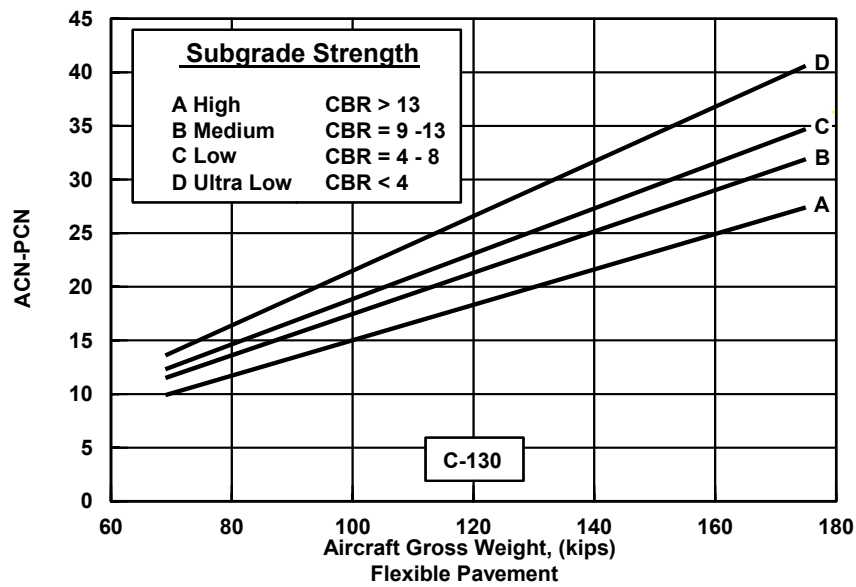


Figure D2. ACN-PCN curve for a C-130 aircraft

Table D1**Determination of Critical Aircraft and Design Traffic**

Primary Fixed-wing Pavements Runway 15-33, Taxiway A, Short F, G, H (T17C), J, K, Black Ramp and Holding Aprons			
AC Fixed-Wing Pavements			
Fixed-Wing Aircraft	Gross Weight kg (lb)	20-year Projected Aircraft Passes	20-year Equivalent C-17 Passes
C-130	70 300 (155,000)	20,000	21
C-17	263 320 (580,000)	3,220	3,220
C-141	146 642 (323,000)	6,500	1,508
C-5A	349 126 (769,000)	560	2
C-9	49 032 (108,000)	2,000	2
B-707	141 648 (312,000)	60	6
B-727	95 113 (209,500)	860	256
B-737	68 100 (150,000)	820	22
B-747	362 292 (798,000)	60	190
B-757	116 224 (256,000)	400	10
B-767	185 686 (409,000)	220	131
DC-10-40	264 682 (583,000)	120	109
DC-9	54 934 (121,000)	60	1
KC-10	267 860 (590,000)	40	40
KC-135	136 926 (301,600)	200	12
L-1011	226 092 (498,000)	800	1,051
20-year Total Equivalent C-17 passes @ 263 320 (580,000) = 6,581 (use 6,600)			
PCC Fixed-Wing Pavements			
Fixed-Wing Aircraft	Gross Weight kg (lb)	20-year Projected Aircraft Passes	20-year Equivalent C-17 Passes
C-130	70 300 (155,000)	20,000	42
C-17	263 320 (580,000)	3,220	3,220
C-141	146 642 (323,000)	6,500	5,472
C-5A	349 126 (769,000)	560	149
C-9	49 032 (108,000)	2,000	107
B-707	141 648 (312,000)	60	12
B-727	95 113 (209,500)	860	44,766
B-737	68 100 (150,000)	820	3,459
B-747	362 292 (798,000)	60	104
B-757	116 224 (256,000)	400	39
B-767	185 686 (409,000)	220	527
DC-10-40	264 682 (583,000)	120	181
DC-9	54 934 (121,000)	60	25
KC-10	267 860 (590,000)	40	73
KC-135	136 926 (301,600)	200	21
L-1011	226 092 (498,000)	800	2,432
20-year Total Equivalent C-17 passes @ 263 320 (580,000) = 60,629 (use 61,000)			
(Sheet 1 of 2)			

Table D1 (Concluded)			
Fixed-Wing Pavements Runway 03-21, Taxiways B, C, D, E, F, and the Brown Ramp			
AC and PCC Fixed-Wing Pavements			
Fixed-Wing Aircraft	Gross Weight kg (lb)	20-year Projected Aircraft Passes	20-year Equivalent C-130 Passes
C-130	70 300 (155,000)	50,000	50,000
20-year Total Equivalent C-130 passes @ 70 300 (155,000) = 50,000			
Fixed-Wing Pavements Taxiways H (T18B and T19B), L, M, the Yellow and Green Ramps, and Aprons 1 and 2			
AC and PCC Fixed-Wing Pavements			
Fixed-Wing Aircraft	Gross Weight kg (lb)	20-year Projected Aircraft Passes	20-year Equivalent C-37 Passes
C-37	41 087 (90,500)	50,000	50,000
20-year Total Equivalent C-37 passes @ 41 087 (90,500) = 50,000			
Rotary-Wing Pavements Red Ramp, White Ramp, Blue Ramp, and the Rotary-Wing Runway and Taxiway			
AC and PCC Fixed-Wing Pavements			
Fixed-Wing Aircraft	Gross Weight kg (lb)	20-year Projected Aircraft Passes	20-year Equivalent CH-47 Passes
CH-47	22 700 (50,500)	50,000	50,000
20-year Total Equivalent CH-47 passes @ 22 700 (50,000) = 306			
<i>(Sheet 2 of 2)</i>			

Table D2
Determination of ACN Values for the Critical Aircraft

Fixed-Wing AC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-17	263 320 (580,000)	A	50
		B	57
		C	69
		D	90
Fixed-Wing PCC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-17	263 320 (580,000)	A	49
		B	49
		C	49
		D	65
Fixed-Wing AC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-130	70 300 (155,000)	A	24
		B	28
		C	30
		D	35
Fixed-Wing PCC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-130	70 300 (155,000)	A	26
		B	29
		C	32
		D	34
Fixed-Wing AC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-37	41 087 (90,500)	A	24
		B	26
		C	28
		D	29
Fixed-Wing PCC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
C-37	41 087 (90,500)	A	27
		B	29
		C	30
		D	30
Rotary-Wing AC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
CH-47	22 700 (50,000)	A	7
		B	9
		C	10
		D	12
Rotary-Wing PCC Pavements			
Design Aircraft	Weight kg (lb)	Subgrade Category ¹	ACN or Required PCN
CH-47	22 700 (50,000)	A	9
		B	10
		C	10
		D	11

¹ See Table D5 for subgrade category.

Table D3 Allowable Gross Aircraft Loads and Overlay Requirements for the Projected Day-To-Day Traffic													
Pavement Facility	Feature	Test Number or Station m (ft)	Type Traffic Area	Subgrade Strength ¹ CBR, % or K, kPa/mm (psi/in.)	Design Aircraft ²			Allowable Gross Load Mg (kips)	PCN	Theoretical Overlay Requirements, mm (in.)			
					Aircraft	Weight Kg (lb)	Passes			ACN	AC	PCC Partial	PCC No Bond
Fixed-wing Pavements													
Runway 15-33	R1A	0+00-3+05 (0+00-10+00)	A	58 (215)	C-17	263 320 (580,000)	61,000	49/R/B/W/T	263 (580+) ³	60/R/B/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	R3C	3+05-11+02 (10+00-36+16)	C	15	C-17	263 320 (580,000)	6,600	50/F/A/W/T	263 (580+) ³	120/F/A/W/T	0 (0.0)	NA ⁴	NA ⁴
	R5C	11+02-11+94 (36+16-39+16)	C	15	C-17	263 320 (580,000)	6,600	50/F/A/W/T	263 (580+) ³	120/F/A/W/T	0 (0.0)	NA ⁴	NA ⁴
	R6C	11+94-18+82 (39+16-61+76)	C	15	C-17	263 320 (580,000)	6,600	50/F/A/W/T	263 (580+) ³	120/F/A/W/T	0 (0.0)	NA ⁴	NA ⁴
	R8C	18+82-21+95 (61+76-72+00)	C	14	C-17	263 320 (580,000)	6,600	50/F/A/W/T	263 (580+) ³	89/F/A/W/T	0 (0.0)	NA ⁴	NA ⁴
	R10A	21+95-23+47 (72+00-77+00)	A	63 (232)	C-17	263 320 (580,000)	61,000	49/R/B/W/T	263 (580+) ³	52/R/B/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	R11A	23+47-24+99 (77+00-82+00)	A	59 (218)	C-17	263 320 (580,000)	61,000	49/R/B/W/T	263 (580+) ³	59/R/B/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	R14A	0+00-0+91 (0+00-3+00)	A	33 (120)	C-130	70 370 (155,000)	50,000	32/R/C/W/T	23 (50)	8/R/C/W/T	683 (26.9)	NA	366 (14.4)
	R15A	0+91-3+05 (3+00-10+00)	A	18	C-130	70 370 (155,000)	50,000	24/F/A/W/T	70 (155+) ³	89/F/A/W/T	0 (0.0)	NA ⁴	NA ⁴
	R16C	3+05-5+49 (10+00-18+00)	C	12	C-130	70 370 (155,000)	50,000	28/F/B/W/T	70 (155+) ³	62/F/B/W/T	0 (0.0)	NA ⁴	NA ⁴
Runway 03-21	R17C	5+49-14+94 (18+00-49+00)	C	10	C-130	70 370 (155,000)	50,000	28/F/B/W/T	53 (116)	20/F/B/W/T	52 (2.0)	NA ⁴	NA ⁴
	R19C	7+62-8+23 (25+00-27+00)	C	11	C-130	70 370 (155,000)	50,000	28/F/B/W/T	70 (155+) ³	35/F/B/W/T	0 (0.0)	NA ⁴	NA ⁴
	R20A	14+94-17+07 (49+00-56+00)	A	9	C-130	70 370 (155,000)	50,000	28/F/B/W/T	36 (79)	13/F/B/W/T	0 (0.0)	NA ⁴	NA ⁴
	R21A	17+07-17+98 (56+00-59+00)	A	34 (126)	C-130	70 370 (155,000)	50,000	32/R/C/W/T	23 (51)	8/R/C/W/T	671 (26.4)	NA	363 (14.3)
(Sheet 1 of 5)													
¹ Values based on correlations between CBR and/or k and the backcalculated subgrade modulus.													
² Determined for the critical aircraft (see Table D1).													
³ The allowable gross load is greater than the maximum take-off weight of the critical aircraft.													
⁴ Was not calculated because feature was evaluated as a flexible pavement													

(Sheet 1 of 5)

¹ Values based on correlations between CBR and/or k and the backcalculated subgrade modulus.

² Determined for the critical aircraft (see Table D1).

³ The allowable gross load is greater than the maximum take-off weight of the critical aircraft.

⁴ Was not calculated because feature was evaluated as a flexible pavement.

Table D3 (Continued)

Table D3 (Continued)

Table D3 (Continued)

Table D3 (Concluded)												
Pavement Facility	Feature	Test Number or Station m (ft)	Type Traffic Area	Subgrade Strength ¹ CBR, % or K, kPa/mm (psi/in.)	Design Aircraft ²			Allowable Gross Load Mg (kips)	PCN	Theoretical Overlay Requirements, mm (in.)		
					Aircraft	Weight Kg (lb)	Passes			ACN	AC	PCC Partial
Fixed-wing Pavements												
South Holding Apron	A28B	1-10	B	30 (109)	C-17	263 320 (580,000)	61,000	219 (483)	40/R/C/W/T	76 (3.0)	147 (5.8)	244 (9.6)
North Holding Apron	A29B	1-10	B	53 (197)	C-17	263 320 (580,000)	61,000	263 (580+) ³	51/R/C/W/T	0 (0.0)	0 (0.0)	0 (0.0)
Apron 2	A30B ⁵	1-4	B	11	C-37	41 087 (90,500)	50,000	18 (39)	10/F/B/W/T	91 (3.6)	NA ⁴	-- ⁴
Rotary -Wing Pavements												
Rotary-Wing Runway	R22B ⁵	0+00- (0+00-5+50)	B	8	CH-47	22 700 (50,000)	50,000	23 (50+) ³	10/F/B/W/T	0 (0.0)	NA ⁴	-- ⁴
Rotary-Wing Taxiway	T26B ⁵	1-4	B	10	CH-47	22 700 (50,000)	50,000	23 (50)	9/F/B/W/T	0 (0.0)	NA ⁴	-- ⁴
Red Ramp	A19B	1-13	B	17	CH-47	22 700 (50,000)	50,000	23 (50+) ³	7/F/A/W/T	0 (0.0)	NA ⁴	-- ⁴
	A20B	1-5	B	54 (200)	CH-47	22 700 (50,000)	50,000	23 (50+) ³	10/R/C/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	A21B	1-6	B	17	CH-47	22 700 (50,000)	50,000	23 (50+) ³	7/F/A/W/T	0 (0.0)	NA ⁴	-- ⁴
	A22B	1-15	B	17	CH-47	22 700 (50,000)	50,000	23 (50+) ³	7/F/A/W/T	0 (0.0)	NA ⁴	-- ⁴
	A23B	1-8	B	45 (165)	CH-47	22 700 (50,000)	50,000	23 (50+) ³	10/R/C/W/T	0 (0.0)	0 (0.0)	0 (0.0)
White Ramp	A24B	1-8	B	15	CH-47	22 700 (50,000)	50,000	23 (50+) ³	7/F/A/W/T	0 (0.0)	NA ⁴	-- ⁴
	A25B	1-4	B	51 (190)	CH-47	22 700 (50,000)	50,000	23 (50+) ³	10/R/C/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	A26B	1-16	B	14	CH-47	22 700 (50,000)	50,000	23 (50+) ³	7/F/A/W/T	0 (0.0)	NA ⁴	-- ⁴
Blue Ramp	A27B	1-8	B	48 (177)	CH-47	22 700 (50,000)	50,000	23 (50+) ³	10/R/C/W/T	0 (0.0)	0 (0.0)	0 (0.0)
	(Sheet 5 of 5)											
¹ Values based on correlations between CBR and/or k and the backcalculated subgrade modulus.												
² Determined for the critical aircraft (see Table D1).												
³ The allowable gross load is greater than the maximum take-off weight of the critical aircraft.												
⁴ Was not calculated because feature was evaluated as a flexible pavement.												
⁵ Used LOW (Low Volume Evaluation program) to compute subgrade CBR and used APE (Airfield Pavement Evaluation program) to evaluate pavement.												

(Sheet 5 of 5)

¹ Values based on correlations between CBR and/or k and the backcalculated subgrade modulus.² Determined for the critical aircraft (see Table D1).³ The allowable gross load is greater than the maximum take-off weight of the critical aircraft.⁴ Was not calculated because feature was evaluated as a flexible pavement.⁵ Used LOW (Low Volume Evaluation program) to compute subgrade CBR and used APE (Airfield Pavement Evaluation program) to evaluate pavement.

Table D4
Summary of Pavement Classification Numbers

Pavement Facility	Controlling Feature	PCN ¹ Code
Fixed-Wing Pavements		
Runway 15-33	R10A	52/R/B/W/T
Runway 03-21	R21A	8/R/C/W/T
Taxiway K	T4A	31/R/B/W/T
Taxiway K	T6A	28/F/A/W/T
Taxiway G	T7A	57/R/C/W/T
Taxiway A	T8A	59/R/B/W/T
Taxiway B	T9A	12/F/B/W/T
Taxiway C	T10C	20/F/B/W/T
Taxiway D	T11A	7/F/C/W/T
Taxiway E	T12A	10/F/C/W/T
Taxiway F	T13A	10/F/C/W/T
Taxiway P	T14A	7/R/D/W/T
Taxiway Short F	T16B	3/F/B/W/T
Taxiway H	T19B	8/R/C/W/T
Taxiway J	T20C	22/F/A/W/T
Taxiway L	T24B	11/R/C/W/T
Taxiway M	T25B	12/R/C/W/T
Black Ramp2	A1B	45/R/C/W/T
Brown Ramp	A3B	2/F/D/W/T
Yellow Ramp	A10B	7/R/C/W/T
Apron 1	A14B	30/R/C/W/T
Green Ramp	A18B	4/R/C/W/T
South Holding Apron	A28B	40/R/C/W/T
North Holding Apron	A29B	51/R/C/W/T
Apron 2	A30B	10/F/B/W/T
Fixed-Wing Pavements		
Rotary-wing Runway	R22B	10/F/B/W/T
Rotary-wing Runway Access TW	T26B	9/F/B/W/T
Red Ramp	A21B	12/F/A/W/T
White Ramp	A24B	11/F/A/W/T
Blue Ramp	A26B	9/F/A/W/T
¹ Table D5 describes the components of the PCN code. ² Aircraft do not operate on A2B, therefore A2B is not the controlling feature of the Black Ramp.		

Table D5
PCN Five-Part Code

PCN	Pavement Type	Subgrade Strength ¹	Tire Pressure ²	Method of PCN Determination
Numerical value	R - rigid	A	W	T - technical evaluation
	F - flexible	B	X	U - using aircraft
		C	Y	
		D	Z	
<u>¹Code</u>	<u>Category</u>	<u>Flexible Pavement CBR, %</u>	<u>Rigid Pavement K, kPa/mm, (psi/in.)</u>	
A	High	< 13	< 108 (400)	
B	Medium	13 > CBR < 8	108 > K < 54 (400 > K < 200)	
C	Low	8 > CBR < 4	54 > K < 27 (200 > K < 100)	
D	Ultra-low	< 4	< 27 (< 100)	
<u>²Code</u>	<u>Category</u>	<u>Tire Pressure, MPa (psi)</u>		
W	High	No limit		
X	Medium	1.0 - 1.5 (146 - 217)		
Y	Low	0.51 - 1.0 (73 - 145)		
Z	Ultra-low	0 - 0.5 (0 - 72)		

Appendix E

Micro PAVER Output Summary

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R1A
Section Number  - 1      Family - DEFAULT
Slab Length     - 12.50 LF
Slab Width      - 12.50 LF
Number of Slabs - 320

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 97                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 24
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	LOW	40 (SLABS)	12.50	2.00
73 SHRINKAGE CR	N/A	10 (SLABS)	3.13	0.87
75 CORNER SPALL	LOW	10 (SLABS)	3.13	1.18
75 CORNER SPALL	MEDIUM	2 (SLABS)	1.00	0.80
75 CORNER SPALL	HIGH	2 (SLABS)	1.00	1.20

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 33.00 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 67.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R2A
Section Number  - 1      Family - DEFAULT
Slab Length    - 12.50 LF
Slab Width     - 12.50 LF
Number of Slabs - 640

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 94                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 24
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 13
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 13 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 13.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	20 (SLABS)	3.08	2.54
62 CORNER BREAK	MEDIUM	12 (SLABS)	1.92	2.88
63 LINEAR CR	LOW	3 (SLABS)	1.00	1.00
63 LINEAR CR	MEDIUM	3 (SLABS)	1.00	1.00
65 JT SEAL DAM	LOW	148 (SLABS)	23.08	2.00
66 SMALL PATCH	LOW	2 (SLABS)	1.00	0.15
72 SHATTERED SLAB	LOW	3 (SLABS)	1.00	2.50
73 SHRINKAGE CR	N/A	5 (SLABS)	1.00	0.60
75 CORNER SPALL	HIGH	2 (SLABS)	1.00	1.20

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 72.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 14.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 14.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R3C
Section Number  - 1      Family - DEFAULT
Section Length  - 2616.00 LF
Section Width   - 50.00 LF
Section Area    - 130800.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 80                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 26
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.4%

```

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

```

48 L & T CR	LOW	7672.00 (LF)	5.87	16.55
48 L & T CR	MEDIUM	1229.00 (LF)	0.94	10.93

```

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***
LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R4C
Section Number  - 1      Family - DEFAULT
Section Length  - 2616.00 LF
Section Width   - 100.00 LF
Section Area    - 261600.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 82                                RATING = Very GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 52
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 14
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 4.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	12286.00 (LF)	4.70	14.11
48 L & T CR	MEDIUM	2054.00 (LF)	0.79	10.10

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	0.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	0.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R5C
Section Number  - 1      Family - DEFAULT
Section Length  - 300.00 LF
Section Width   - 150.00 LF
Section Area    - 45000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 82                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 9
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 2.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	3121.00 (LF)	6.94	18.54

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R6C
Section Number  - 1      Family - DEFAULT
Section Length  - 2260.00 LF
Section Width   - 50.00 LF
Section Area    - 113000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 75                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 23
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	7949.00 (LF)	7.04	18.72
48 L & T CR	MEDIUM	2382.00 (LF)	2.11	16.15

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R7C
Section Number  - 1      Family - DEFAULT
Section Length  - 2260.00 LF
Section Width   - 100.00 LF
Section Area    - 226000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 82                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 46
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 13
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	11725.00 (LF)	5.19	15.17
48 L & T CR	MEDIUM	1303.00 (LF)	0.58	8.83

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R8C
Section Number  - 1      Family - DEFAULT
Section Length  - 1024.00 LF
Section Width   - 50.00 LF
Section Area    - 51200.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 77                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 10
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 2.1%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	4583.00 (LF)	8.95	21.80
48 L & T CR	MEDIUM	256.00 (LF)	0.50	8.29

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R9C
Section Number  - 1      Family - DEFAULT
Section Length  - 1024.00 LF
Section Width   - 100.00 LF
Section Area    - 102400.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 83                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 20
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
48 L & T CR	LOW	5564.00 (LF)	5.43	15.68
48 L & T CR	MEDIUM	256.00 (LF)	0.25	5.86

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R10A
Section Number  - 1      Family - DEFAULT
Slab Length    - 25.00 LF
Slab Width     - 25.00 LF
Number of Slabs - 80

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 80                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 20
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	MEDIUM	60 (SLABS)	75.00	7.00
70 SCALING	LOW	23 (SLABS)	28.33	8.87
74 JOINT SPALL	LOW	3 (SLABS)	3.33	1.79
74 JOINT SPALL	MEDIUM	3 (SLABS)	3.33	3.39
75 CORNER SPALL	LOW	4 (SLABS)	5.00	1.83
75 CORNER SPALL	MEDIUM	1 (SLABS)	1.67	1.11

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 29.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 71.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33          Slab Length    -    25.00 LF
Branch Number   - R11A                  Slab Width     -    25.00 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -    76

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 79                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 4
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 4
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 4 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 7.6%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	2 (SLABS)	2.63	2.68
65 JT SEAL DAM	LOW	48 (SLABS)	60.53	2.00
65 JT SEAL DAM	MEDIUM	32 (SLABS)	39.47	7.00
70 SCALING	LOW	22 (SLABS)	27.63	8.73
74 JOINT SPALL	MEDIUM	1 (SLABS)	1.32	1.85
75 JOINT SPALL	HIGH	1 (SLABS)	1.32	4.22
75 CORNER SPALL	HIGH	2 (SLABS)	2.63	3.88

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 9.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 30.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 61.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 15-33
Branch Number   - R12A
Section Number  - 1      Family - DEFAULT
Slab Length    - 25.00 LF
Slab Width     - 25.00 LF
Number of Slabs - 60

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 86                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 3
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 3
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 13 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.82%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	MEDIUM	60 (SLABS)	100.00	7.00
70 SCALING	LOW	12 (SLABS)	20.00	6.99
74 JOINT SPALL	LOW	1 (SLABS)	1.67	1.36
75 CORNER SPALL	MEDIUM	1 (SLABS)	1.67	1.11

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 43.00 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 57.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - WESGP
Branch Name     - RUNWAY 15-33          Slab Length    -    25.00 LF
Branch Number   - R13A                  Slab Width     -    25.00 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -    45

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 88                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 3
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 3
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 3 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 8.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	MEDIUM	45 (SLABS)	100.00	7.00
70 SCALING	LOW	8 (SLABS)	18.18	6.52

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES =    .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 52.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 48.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R14A
Section Number  - 1      Family - DEFAULT
Section Length  - 300.00 LF
Section Width   - 150.00 LF
Section Area    - 45000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 29                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 9
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 6
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 6 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 11.3%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	26222.00 (SF)	58.27	29.92
43 BLOCK CR	MEDIUM	11238.00 (SF)	24.97	31.85
47 JT REFLECT CR	LOW	749.00 (LF)	1.67	4.78
47 JT REFLECT CR	MEDIUM	9368.00 (LF)	20.82	47.09
52 WEATH/RAVEL	LOW	37461.00 (SF)	83.25	24.64
52 WEATH/RAVEL	MEDIUM	7492.00 (SF)	16.65	25.95

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R15A
Section Number  - 1      Family - DEFAULT
Section Length  - 700.00 LF
Section Width   - 150.00 LF
Section Area    - 105000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 43                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 21
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	22144.00 (SF)	21.09	21.60
43 BLOCK CR	MEDIUM	82748.00 (SF)	78.81	48.43
52 WEATH/RAVEL	LOW	105000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R16C
Section Number  - 1      Family - DEFAULT
Section Length  - 800.00 LF
Section Width   - 150.00 LF
Section Area    - 120000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 44                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 24
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	13319.00 (SF)	11.00	17.59
43 BLOCK CR	MEDIUM	106552.00 (SF)	89.00	50.67
52 WEATH/RAVEL	LOW	120000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R17C
Section Number  - 1      Family - DEFAULT
Section Length  - 2900.00 LF
Section Width   - 50.00 LF
Section Area    - 145000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 40                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 29
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 11
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	LOW	1317.00 (SF)	0.91	19.60
43 BLOCK CR	MEDIUM	131416.00 (SF)	90.63	51.06
52 WEATH/RAVEL	LOW	131679.00 (SF)	90.81	25.45
52 WEATH/RAVEL	MEDIUM	12114.00 (SF)	8.35	19.09
53 RUTTING	LOW	527.00 (SF)	0.36	11.58

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	24.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	76.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R18C
Section Number  - 1      Family - DEFAULT
Section Length  - 2900.00 LF
Section Width   - 100.00 LF
Section Area    - 290000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 43                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 58
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 15
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 4.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	53111.00 (SF)	18.31	20.65
43 BLOCK CR	MEDIUM	236584.00 (SF)	81.58	49.07
52 WEATH/RAVEL	LOW	290000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R19C
Section Number  - 1      Family - DEFAULT
Section Length  - 200.00 LF
Section Width   - 150.00 LF
Section Area    - 30000.00 SF

```

```

-----
Inspection Date: JUN/26/2006
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 42                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 6
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	30000.00 (SF)	100.00	52.99
52 WEATH/RAVEL	LOW	30000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R20A
Section Number  - 1      Family - DEFAULT
Section Length  - 700.00 LF
Section Width   - 150.00 LF
Section Area    - 105000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 42                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 21
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	2914.00 (SF)	2.77	11.17
43 BLOCK CR	MEDIUM	101979.00 (SF)	97.12	52.42
52 WEATH/RAVEL	LOW	105000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - RUNWAY 3-21
Branch Number   - R21A
Section Number  - 1      Family - DEFAULT
Section Length  - 300.00 LF
Section Width   - 150.00 LF
Section Area    - 45000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 31                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 9
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 6
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 8 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 20.6%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	MEDIUM	749.00 (SF)	1.66	34.37
41 ALLIGATOR CR	HIGH	1124.00 (SF)	2.50	47.65
43 BLOCK CR	LOW	8990.00 (SF)	19.98	21.23
43 BLOCK CR	MEDIUM	6368.00 (SF)	14.15	26.26
47 JT REFLECT CR	MEDIUM	7044.00 (LF)	15.66	43.48
48 L & T CR	MEDIUM	44.96 (LF)	0.10	4.00
52 WEATH/RAVEL	LOW	45000.00 (SF)	100.00	26.34
53 RUTTING	MEDIUM	749.00 (SF)	1.66	27.79
53 RUTTING	HIGH	1124.00 (SF)	2.50	42.76

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	56.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	44.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - R/W RUNWAY
Branch Number   - R22B
Section Number  - 1      Family - DEFAULT
Section Length  - 550.00 LF
Section Width   - 75.00 LF
Section Area    - 41250.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 5
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	41250.00 (SF)	100.00	35.58

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway K
Branch Number   - T1A
Section Number  - 1      Family - DEFAULT
Slab Length    -      25.00 LF
Slab Width     -      25.00 LF
Number of Slabs - 379

```

```

-----
-
Inspection Date: JUN/26/2001
Riding Quality :           Safety:      Drainage Cond.:
Shoulder Cond. :           Overall Cond.:      F.O.D.:
-----
-

```

```

PCI OF SECTION = 79                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 18
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 12
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 8 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 10.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	1 (SLABS)	1.00	1.00
63 LINEAR CR	MEDIUM	1 (SLABS)	1.00	1.00
65 JT SEAL DAM	HIGH	379 (SLABS)	100.00	12.00
70 SCALING	LOW	41 (SLABS)	11.11	4.39
74 JOINT SPALL	LOW	15 (SLABS)	3.97	1.92
74 JOINT SPALL	MEDIUM	9 (SLABS)	2.38	2.86
75 JOINT SPALL	HIGH	3 (SLABS)	1.00	3.00
75 CORNER SPALL	LOW	3 (SLABS)	1.00	3.30
75 CORNER SPALL	MEDIUM	10 (SLABS)	2.78	1.89
75 CORNER SPALL	HIGH	1 (SLABS)	1.00	1.20

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 7.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 41.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 52.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway K
Branch Number   - T2A
Section Number  - 1      Family - DEFAULT
Slab Length     -      25.00 LF
Slab Width      -      25.00 LF
Number of Slabs -      252

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:           Drainage Cond.:
Shoulder Cond. :           Overall Cond.:           F.O.D.:
-----

```

```

PCI OF SECTION = 71                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 12
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 7 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 11.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	32 (SLABS)	12.70	10.22
63 LINEAR CR	MEDIUM	21 (SLABS)	8.47	16.73
65 JT SEAL DAM	HIGH	252 (SLABS)	100.00	12.00
66 SMALL PATCH	LOW	1 (SLABS)	1.00	0.15
74 JOINT SPALL	LOW	8 (SLABS)	3.17	1.76
75 CORNER SPALL	LOW	1 (SLABS)	1.00	0.30
75 CORNER SPALL	MEDIUM	4 (SLABS)	1.59	1.07

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 64.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 28.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 8.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway K
Branch Number   - T3A
Section Number  - 1      Family - DEFAULT
Slab Length     -      25.00 LF
Slab Width      -      25.00 LF
Number of Slabs -      42

```

```

-----
-  Inspection Date: JUN/26/2001
  Riding Quality :          Safety:      Drainage Cond.:
  Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 72                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 2
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 2
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 2 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 15.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	2 (SLABS)	4.76	4.57
63 LINEAR CR	MEDIUM	3 (SLABS)	7.14	14.92
65 JT SEAL DAM	HIGH	42 (SLABS)	100.00	12.00
74 JOINT SPALL	LOW	1 (SLABS)	2.38	1.60
75 CORNER SPALL	LOW	1 (SLABS)	2.38	0.95
75 CORNER SPALL	MEDIUM	2 (SLABS)	4.76	3.44

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 52.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 32.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 16.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway K
Branch Number   - T4A
Section Number  - 1      Family - DEFAULT
Slab Length     -      25.00 LF
Slab Width      -      25.00 LF
Number of Slabs -      147

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 82                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 7
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 6
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	5 (SLABS)	3.17	3.16
63 LINEAR CR	MEDIUM	2 (SLABS)	1.59	4.06
65 JT SEAL DAM	HIGH	147 (SLABS)	100.00	12.0
73 SHRINKAGE CR	N/A	1 (SLABS)	1.00	0.60
74 JOINT SPALL	MEDIUM	1 (SLABS)	1.00	1.00
75 CORNER SPALL	LOW	4 (SLABS)	2.38	0.95

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 33.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 55.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 12.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway K           Slab Length    -    25.00 LF
Branch Number   - T5A                 Slab Width     -    25.00 LF
Section Number  - 1      Family - DEFAULT  Number of Slabs -    42

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:      Drainage Cond.:
Shoulder Cond. :           Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 86                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 2
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 2
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 2 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 15.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	HIGH	42 (SLABS)	100.00	12.00
74 JOINT SPALL	LOW	1 (SLABS)	2.38	1.60
75 CORNER SPALL	LOW	1 (SLABS)	2.38	0.95

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES =    .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 82.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 18.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway K
Branch Number   - T6A
Section Number  - 1      Family - DEFAULT
Section Length  - 600.00 LF
Section Width   - 75.00 LF
Section Area    - 45000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 41                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 6
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 8.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
42 BLEEDING	N/A	1762.00 (SF)	3.92	20.10
43 BLOCK CR	MEDIUM	19240.00 (SF)	42.76	38.59
48 L & T CR	LOW	1151.00 (LF)	2.56	8.89
48 L & T CR	MEDIUM	63.00 (LF)	0.14	4.25
49 OIL SPILLAGE	N/A	2.00 (SF)	0.10	2.00
50 PATCHING	LOW	297.00 (SF)	0.66	2.80
52 WEATH/RAVEL	LOW	45000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	75.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	25.00 PERCENT DEDUCT VALUES.

```

Network ID      - LAWSON
Branch Name     - Taxiway G          Slab Length    -    25.00 LF
Branch Number   - T7A                Slab Width     -    25.00 LF
Section Number  - 1      Family - DEFAULT  Number of Slabs -    227

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 83                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 10
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 6.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	1 (SLABS)	1.00	0.70
65 JT SEAL DAM	HIGH	216 (SLABS)	100.00	12.00
74 JOINT SPALL	LOW	8 (SLABS)	3.57	1.84
75 JOINT SPALL	HIGH	4 (SLABS)	1.79	5.83
75 CORNER SPALL	LOW	1 (SLABS)	1.00	1.20
75 CORNER SPALL	HIGH	1 (SLABS)	1.00	3.00

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 3.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 55.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 42.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway A
Branch Number   - T8A
Section Number  - 1      Family - DEFAULT
Slab Length     - 25.00 LF
Slab Width      - 25.00 LF
Number of Slabs - 384

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 75                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 18
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 12
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 15 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 24.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	5 (SLABS)	1.19	1.15
63 LINEAR CR	LOW	2 (SLABS)	1.00	1.00
65 JT SEAL DAM	HIGH	384 (SLABS)	100.00	12.00
66 SMALL PATCH	LOW	2 (SLABS)	1.00	0.15
66 SMALL PATCH	MEDIUM	3 (SLABS)	1.00	0.60
66 SMALL PATCH	HIGH	3 (SLABS)	1.00	2.00
72 SHATTERED SLAB	LOW	2 (SLABS)	1.00	2.50
74 JOINT SPALL	LOW	15 (SLABS)	3.97	1.92
74 JOINT SPALL	MEDIUM	9 (SLABS)	2.38	2.86
75 JOINT SPALL	HIGH	2 (SLABS)	1.00	3.00
75 CORNER SPALL	LOW	9 (SLABS)	2.38	0.95
75 CORNER SPALL	MEDIUM	2 (SLABS)	1.00	0.80
75 CORNER SPALL	HIGH	2 (SLABS)	1.00	1.20

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 15.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 40.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 45.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway B
Branch Number   - T9A
Section Number  - 1      Family - DEFAULT
Section Length  - 530.00 LF
Section Width   - 75.00 LF
Section Area    - 39750.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 39                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 5
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	39750.00 (SF)	100.00	53.00
49 OIL SPILLAGE	N/A	229.00 (SF)	0.56	3.13
52 WEATH/RAVEL	LOW	39750.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	96.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	4.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway C
Branch Number   - T10C
Section Number  - 1      Family - DEFAULT
Section Length  - 525.00 LF
Section Width   - 50.00 LF
Section Area    - 26250.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:           Drainage Cond.:
Shoulder Cond. :           Overall Cond.:           F.O.D.:
-----

```

```

PCI OF SECTION = 30                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 5
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 16.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	HIGH	330.00 (SF)	1.20	38.23
43 BLOCK CR	MEDIUM	13797.00 (SF)	48.75	40.85
43 BLOCK CR	HIGH	13111.00 (SF)	49.95	64.93

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	27.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	73.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway D
Branch Number   - T11A
Section Number  - 1      Family - DEFAULT
Section Length  - 2025.00 LF
Section Width   - 50.00 LF
Section Area    - 102500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 33                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 20
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 95 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 9.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	6660.00 (SF)	6.66	14.91
43 BLOCK CR	MEDIUM	78805.00 (SF)	78.81	48.43
43 BLOCK CR	HIGH	14429.00 (SF)	14.43	46.26
52 WEATH/RAVEL	LOW	100000.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway E
Branch Number   - T12A
Section Number  - 1      Family - DEFAULT
Section Length  - 1550.00 LF
Section Width   - 50.00 LF
Section Area    - 77500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 47                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 7
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	75000.00 (SF)	100.00	52.99

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway F
Branch Number   - T13A
Section Number  - 1      Family - DEFAULT
Section Length  - 2100.00 LF
Section Width   - 50.00 LF
Section Area    - 105000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 7                      RATING = FAILED

```

```

TOTAL NUMBER OF SAMPLE UNITS = 21
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 11 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 11.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	LOW	2564.00 (SF)	2.44	29.05
41 ALLIGATOR CR	MEDIUM	3739.00 (SF)	3.56	43.03
41 ALLIGATOR CR	HIGH	15746.00 (SF)	15.00	77.82
43 BLOCK CR	LOW	72996.00 (SF)	69.52	31.66
53 RUTTING	LOW	8857.00 (SF)	8.44	27.11
53 RUTTING	MEDIUM	4895.00 (SF)	4.66	35.85
53 RUTTING	HIGH	10443.00 (SF)	9.95	60.76

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	90.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	10.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway P
Branch Number   - T14C
Section Number  - 1      Family - DEFAULT
Slab Length    -      15.00 LF
Slab Width     -      10.00 LF
Number of Slabs -      100

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 44                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 15
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 11
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 12 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 21.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	6 (SLABS)	6.00	4.53
62 CORNER BREAK	MEDIUM	5 (SLABS)	5.00	8.60
62 CORNER BREAK	HIGH	11 (SLABS)	11.00	22.98
63 LINEAR CR	LOW	9 (SLABS)	9.00	7.63
63 LINEAR CR	MEDIUM	5 (SLABS)	5.00	12.37
63 LINEAR CR	HIGH	1 (SLABS)	1.00	3.50
65 JT SEAL DAM	LOW	9 (SLABS)	9.00	2.00
65 JT SEAL DAM	HIGH	91 (SLABS)	91.00	12.00
72 SHATTERED SLAB	LOW	2 (SLABS)	2.00	5.63
72 SHATTERED SLAB	MEDIUM	1 (SLABS)	1.00	5.00
72 SHATTERED SLAB	HIGH	3 (SLABS)	3.00	24.78
73 SHRINKAGE CR	N/A	3 (SLABS)	3.00	0.90
74 JOINT SPALL	LOW	1 (SLABS)	1.00	0.60
75 CORNER SPALL	LOW	1 (SLABS)	1.00	0.30

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD RELATED DISTRESSES = 85.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 13.00 PERCENT DEDUCT VALUES.
OTHER RELATED DISTRESSES = 2.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Taxiway P
Branch Number   - T15C
Section Number  - 1      Family - DEFAULT
Section Length  - 2300.00 LF
Section Width   - 75.00 LF
Section Area    - 172500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 26                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 24
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 14 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 14.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	MEDIUM	6743.00 (SF)	4.99	47.24
43 BLOCK CR	MEDIUM	71475.00 (SF)	52.94	41.74
43 BLOCK CR	HIGH	47200.00 (SF)	34.96	59.35
52 WEATH/RAVEL	LOW	135000.00 (SF)	100.00	26.34
53 RUTTING	LOW	9440.00 (SF)	6.99	25.80
53 RUTTING	MEDIUM	2697.00 (SF)	2.00	29.10

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	44.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	56.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Short Taxiway F
Branch Number   - T16C
Section Number  - 1      Family - DEFAULT
Section Length  - 325.00 LF
Section Width   - 75.00 LF
Section Area    - 24375.00 SF

```

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-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 34                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 3
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 3
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 3 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 12.2%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	MEDIUM	2026.00 (SF)	8.31	53.77
43 BLOCK CR	LOW	214.00 (SF)	0.88	7.54
43 BLOCK CR	MEDIUM	7914.00 (SF)	32.47	34.95
48 L & T CR	LOW	674.00 (LF)	2.77	9.44
48 L & T CR	MEDIUM	114.00 (LF)	0.47	8.04
52 WEATH/RAVEL	MEDIUM	1785.00 (SF)	7.33	18.02
52 WEATH/RAVEL	HIGH	8115.00 (SF)	33.33	64.51
53 RUTTING	LOW	1441.00 (SF)	5.91	24.69
53 RUTTING	MEDIUM	584.00 (SF)	2.40	30.46

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	43.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	57.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway H
Branch Number   - T17C
Section Number  - 1      Family - DEFAULT
Section Length  -      850.00 LF
Section Width   -      50.00 LF
Section Area    - 42500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 46                                RATING = Fair

```

```

TOTAL NUMBER OF SAMPLE UNITS =      8
NUMBER OF RANDOM SAMPLE UNITS SURVEYED      =      7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED =      0
RECOMMENDED MINIMUM OF      7 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 26.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	15223.00 (SF)	35.82	25.59
43 BLOCK CR	MEDIUM	14373.00 (SF)	33.82	35.46
48 L & T CR	LOW	455.00 (LF)	1.07	5.10
48 L & T CR	MEDIUM	55.00 (LF)	0.13	4.11
49 OIL SPILLAGE	N/A	4.00 (SF)	0.10	2.00
52 WEATH/RAVEL	LOW	12130.00 (SF)	28.54	16.05
52 WEATH/RAVEL	MEDIUM	16254.00 (SF)	38.25	37.51

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	98.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	2.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway H
Branch Number   - T18B
Section Number  - 1      Family - DEFAULT
Section Length  - 1140.00 LF
Section Width   - 50.00 LF
Section Area    - 57000.00 SF

```

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-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

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```

PCI OF SECTION = 55                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 10
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	34087.00 (SF)	64.93	30.98
43 BLOCK CR	MEDIUM	18355.00 (SF)	34.96	35.88
52 WEATH/RAVEL	LOW	262.00 (SF)	0.50	1.77

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway H
Branch Number   - T19B
Section Number  - 1      Family - DEFAULT
Section Length  - 150.00 LF
Section Width   - 50.00 LF
Section Area    - 7500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 47                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 1
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 1
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 1 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	75000.00 (SF)	100.00	53.01

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway J
Branch Number   - T20C
Section Number  - 1      Family - DEFAULT
Section Length  - 725.00 LF
Section Width   - 75.00 LF
Section Area    - 54375.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 49                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 7
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 6
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 14.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	37758.00 (SF)	71.92	46.79
48 L & T CR	LOW	664.00 (LF)	1.27	5.54
48 L & T CR	MEDIUM	262.00 (LF)	0.50	8.29
52 WEATH/RAVEL	LOW	37756.00 (SF)	71.92	23.33

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway L
Branch Number   - T21B
Section Number  - 1      Family - DEFAULT
Section Length  - 1240.00 LF
Section Width   - 50.00 LF
Section Area    - 62000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 44                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 12
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 7 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 11.1%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	10259.00 (SF)	15.78	19.69
43 BLOCK CR	MEDIUM	47970.00 (SF)	73.80	47.25
43 BLOCK CR	HIGH	1299.00 (SF)	2.00	24.77
50 PATCHING	LOW	301.00 (SF)	0.46	2.39
50 PATCHING	MEDIUM	5101.00 (SF)	7.85	24.46
52 WEATH/RAVEL	LOW	520.00 (SF)	0.80	2.29

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway L
Branch Number   - T22B
Section Number  - 1      Family - DEFAULT
Section Length  - 115.00 LF
Section Width   - 50.00 LF
Section Area    - 5750.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 46                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 1
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 1
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 1 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 10.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	5750.00 (SF)	100.00	35.60
47 JT REFLECT CR	MEDIUM	600.00 (LF)	13.74	41.75

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway L
Branch Number   - T23B
Section Number  - 1      Family - DEFAULT
Section Length  - 425.00 LF
Section Width   - 50.00 LF
Section Area    - 21250.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 27                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 4
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 4
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 4 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.7%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	21250.00 (SF)	100.00	52.99
47 JT REFLECT CR	MEDIUM	2398.00 (LF)	11.99	39.93
50 PATCHING	LOW	36.00 (SF)	0.18	2.01
52 WEATH/RAVEL	LOW	21250.00 (SF)	100.00	26.34

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway L
Branch Number   - T24B
Section Number  - 1      Family - DEFAULT
Section Length  - 562.00 LF
Section Width   - 50.00 LF
Section Area    - 28100.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:           Drainage Cond.:
Shoulder Cond. :           Overall Cond.:           F.O.D.:
-----

```

```

PCI OF SECTION = 36                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 5
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 12.2%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	28100.00 (SF)	100.00	52.99
47 JT REFLECT CR	MEDIUM	3000.00 (LF)	12.00	39.93

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Taxiway M
Branch Number   - T25B
Section Number  - 1      Family - DEFAULT
Section Length  - 268.00 LF
Section Width   - 75.00 LF
Section Area    - 20100.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 40                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 3
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 3
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 3 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 6.1%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	11987.00 (SF)	53.28	29.07
47 JT REFLECT CR	LOW	1087.00 (LF)	4.83	10.48
47 JT REFLECT CR	MEDIUM	1349.00 (LF)	6.00	30.29
47 JT REFLECT CR	HIGH	862.00 (LF)	3.83	35.38

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Rotary Wing Taxiway      Section Length - 350.00 LF
Branch Number   - T26B                    Section Width  - 40.00 LF
Section Number  - 1      Family - DEFAULT  Section Area   - 14000.00 SF

```

```

-----
Inspection Date: JAU/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 4
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 4
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 4 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.7%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	14000.00 (SF)	100.00	35.59

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Black Ramp
Branch Number   - A1B
Section Number  - 1      Family - DEFAULT
Slab Length    - 25.00 LF
Slab Width     - 25.00 LF
Number of Slabs - 482

```

```

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-
Inspection Date: JUN/26/2001
Riding Quality :           Safety:      Drainage Cond.:
Shoulder Cond. :           Overall Cond.:      F.O.D.:
-----
-

```

```

PCI OF SECTION = 86                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 21
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 15
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 2.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	HIGH	482 (SLABS)	100.00	12.00
66 SMALL PATCH	LOW	16 (SLABS)	3.33	0.44
67 LARGE PATCH	LOW	2 (SLABS)	1.00	0.75
70 SCALING	LOW	2 (SLABS)	1.00	0.50
73 SHRINKAGE CR	N/A	2 (SLABS)	1.00	0.60
74 JOINT SPALL	LOW	6 (SLABS)	1.33	1.12
74 JOINT SPALL	MEDIUM	2 (SLABS)	1.00	1.00
75 CORNER SPALL	LOW	3 (SLABS)	1.00	0.30

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 72.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 28.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - LAWSON
Branch Name     - Black Ramp           Slab Length    -    25.00 LF
Branch Number  - A2B                 Slab Width     -    25.00 LF
Section Number - 1      Family - DEFAULT Number of Slabs -    2244

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:      Drainage Cond.:
Shoulder Cond. :           Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 84                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 12
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 4.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	HIGH	1909 (SLABS)	85.00	12.00
66 SMALL PATCH	LOW	14 (SLABS)	1.00	0.15
74 JOINT SPALL	LOW	139 (SLABS)	6.21	2.45
75 CORNER SPALL	LOW	56 (SLABS)	2.48	0.98
75 CORNER SPALL	MEDIUM	56 (SLABS)	2.48	1.67

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 70.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Brown Ramp
Branch Number   - A3B
Section Number  - 1      Family - DEFAULT
Section Length  - 1520.00 LF
Section Width   - 300.00 LF
Section Area    - 183347.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 43                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 39
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 11
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 11 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 9.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	LOW	500.00 (SF)	0.27	10.20
41 ALLIGATOR CR	MEDIUM	3896.00 (SF)	2.13	37.03
43 BLOCK CR	LOW	31303.00 (SF)	17.07	20.19
43 BLOCK CR	MEDIUM	143093.00 (SF)	78.05	48.25
43 BLOCK CR	HIGH	4163.00 (SF)	2.27	25.87

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	33.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	67.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Brown Ramp
Branch Number   - A4B
Section Number  - 1      Family - DEFAULT
Section Length  - 1630.00 LF
Section Width   - 380.00 LF
Section Area    - 436985.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 37                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 80
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 13
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 14 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 10.6%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	230312.00 (SF)	52.70	28.97
43 BLOCK CR	MEDIUM	51563.00 (SF)	11.80	24.74
43 BLOCK CR	HIGH	10313.00 (SF)	2.36	26.21
45 DEPRESSION	MEDIUM	206.00 (SF)	0.10	5.20
47 JT REFLECT CR	LOW	7255.00 (LF)	1.66	4.77
47 JT REFLECT CR	MEDIUM	25204.00 (LF)	5.77	29.75
47 JT REFLECT CR	HIGH	11897.00 (LF)	2.72	29.40
48 L & T CR	LOW	1513.00 (LF)	0.35	3.75
48 L & T CR	MEDIUM	1788.00 (LF)	0.41	7.57
48 L & T CR	HIGH	2751.00 (LF)	0.63	15.92
53 RUTTING	MEDIUM	550.00 (SF)	0.13	13.75
56 SWELL	LOW	172.00 (SF)	0.10	1.00
56 SWELL	HIGH	447.00 (SF)	0.10	28.06

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 6.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 78.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 16.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - LAWSON
Branch Name     - Brown Ramp Pads      Slab Length    -    14.00 LF
Branch Number   - A5B                  Slab Width     -     6.67 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -    160

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 82                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 9
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 6.2%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	8 (SLABS)	4.96	4.74
66 SMALL PATCH	LOW	3 (SLABS)	2.13	0.44
67 LARGE PATCH	LOW	41 (SLABS)	25.53	12.19
73 SHRINKAGE CR	N/A	51 (SLABS)	31.91	4.51

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 22.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 0.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 78.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Brown Ramp
Branch Number   - A6B
Section Number  - 1      Family - DEFAULT
Section Length  - 190.00 LF
Section Width   - 170.00 LF
Section Area    - 25446.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 47                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 2
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 2
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 2 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 10.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	25446.00 (SF)	100.00	53.00

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Brown Ramp
Branch Number   - A7B
Section Number  - 1      Family - DEFAULT
Section Length  -      65.00 LF
Section Width   -     130.00 LF
Section Area    -    17760.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 41                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 3
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 3
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 3 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 1.2%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	2650.00 (SF)	14.92	19.34
43 BLOCK CR	MEDIUM	15106.00 (SF)	85.06	49.85
52 WEATH/RAVEL	LOW	14831.00 (SF)	83.51	24.67

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Yellow Ramp
Branch Number   - A8B
Section Number  - 1      Family - DEFAULT
Section Length  - 575.00 LF
Section Width   - 140.00 LF
Section Area    - 80500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 61                                RATING = GOOD

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```

TOTAL NUMBER OF SAMPLE UNITS = 22
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 7 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 8.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	4602.00 (SF)	5.72	14.19
47 JT REFLECT CR	LOW	4977.00 (LF)	6.18	12.12
47 JT REFLECT CR	MEDIUM	5927.00 (LF)	7.36	13.17
47 JT REFLECT CR	HIGH	43.00 (LF)	0.10	1.20
48 L & T CR	LOW	115.00 (LF)	0.14	2.67
52 WEATH/RAVEL	LOW	9449.00 (SF)	11.74	10.64

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Yellow Ramp
Branch Number   - A9B
Section Number  - 1      Family - DEFAULT
Section Length  - 575.00 LF
Section Width   - 50.00 LF
Section Area    - 28750.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 57                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 6
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 5
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 4.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	6663.00 (SF)	23.18	22.27
47 JT REFLECT CR	LOW	2499.00 (LF)	8.70	14.53
47 JT REFLECT CR	MEDIUM	1867.00 (LF)	6.50	31.41
48 L & T CR	LOW	71.24 (LF)	0.25	3.39
50 PATCHING	LOW	82.71 (SF)	0.29	2.10

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 100.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Yellow Ramp
Branch Number   - A10B
Section Number  - 1      Family - DEFAULT
Section Length  - 275.00 LF
Section Width   - 140.00 LF
Section Area    - 38500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 46                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 11
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 7 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 11.1%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	LOW	377.00 (SF)	0.98	20.30
41 ALLIGATOR CR	MEDIUM	1195.00 (SF)	3.10	41.39
43 BLOCK CR	LOW	10612.00 (SF)	27.56	23.54
47 JT REFLECT CR	LOW	999.00 (LF)	2.59	6.88
47 JT REFLECT CR	MEDIUM	2485.00 (LF)	6.46	31.32
47 JT REFLECT CR	HIGH	157.00 (LF)	0.41	6.98
52 WEATH/RAVEL	LOW	705.00 (SF)	1.83	3.78

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	46.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	54.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Yellow Ramp
Branch Number   - A11B
Section Number  - 1      Family - DEFAULT
Section Length  - 1400.00 LF
Section Width   - 190.00 LF
Section Area    - 71708.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 60                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 13
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 6 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 9.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
47 JT REFLECT CR	LOW	4389.00 (LF)	6.12	12.05
47 JT REFLECT CR	MEDIUM	6270.00 (LF)	8.75	35.57
47 JT REFLECT CR	HIGH	143.00 (LF)	0.20	3.40
48 L & T CR	LOW	788.00 (LF)	1.10	5.16
48 L & T CR	MEDIUM	36.00 (LF)	0.10	4.00

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Yellow Ramp
Branch Number   - A12B
Section Number  - 1      Family - DEFAULT
Section Length  - 1230.00 LF
Section Width   - 300.00 LF
Section Area    - 276138.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 55                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 65
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 13
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 8 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 7.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	2604.00 (SF)	0.94	11.76
47 JT REFLECT CR	LOW	14875.00 (LF)	5.39	11.19
47 JT REFLECT CR	MEDIUM	19592.00 (LF)	7.10	32.65
47 JT REFLECT CR	HIGH	3986.00 (LF)	1.44	19.70
48 L & T CR	LOW	4689.00 (LF)	1.70	6.62
48 L & T CR	MEDIUM	521.00 (LF)	0.19	4.97
52 WEATH/RAVEL	LOW	14845.00 (SF)	5.38	7.08

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Apron 1
Branch Number   - A14B
Section Number  - 1      Family - DEFAULT
Slab Length    - 15.00 LF
Slab Width     - 12.50 LF
Number of Slabs - 878

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 85                                RATING = VERY GOOD

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```

TOTAL NUMBER OF SAMPLE UNITS = 39
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 19
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 6 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 6.8%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	2 (SLABS)	1.00	0.70
62 CORNER BREAK	MEDIUM	2 (SLABS)	1.00	1.50
65 JT SEAL DAM	LOW	34 (SLABS)	3.85	2.00
65 JT SEAL DAM	HIGH	844 (SLABS)	96.15	12.00
66 SMALL PATCH	LOW	5 (SLABS)	1.00	0.15
67 LARGE PATCH	LOW	27 (SLABS)	3.08	2.15
67 LARGE PATCH	MEDIUM	2 (SLABS)	1.00	2.50
70 SCALING	LOW	5 (SLABS)	1.00	0.50
71 FAULTING	LOW	2 (SLABS)	1.00	1.00
71 FAULTING	HIGH	2 (SLABS)	1.00	3.50
74 JOINT SPALL	LOW	18 (SLABS)	2.05	1.52
75 CORNER SPALL	LOW	9 (SLABS)	1.00	0.33

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 8.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 50.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 42.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Green Ramp
Branch Number   - A15B
Section Number  - 1      Family - DEFAULT
Section Length  - 1500.00 LF
Section Width   - 480.00 LF
Section Area    - 390273.00 SF

```

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-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 36                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 64
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 13
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 29 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 18.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
41 ALLIGATOR CR	LOW	17994.00 (SF)	4.61	35.36
41 ALLIGATOR CR	MEDIUM	11996.00 (SF)	3.07	41.27
41 ALLIGATOR CR	HIGH	5758.00 (SF)	1.48	40.67
43 BLOCK CR	LOW	221832.00 (SF)	56.84	29.68
43 BLOCK CR	MEDIUM	102474.00 (SF)	26.26	32.42
43 BLOCK CR	HIGH	24016.00 (SF)	6.15	35.79
45 DEPRESSION	LOW	32736.00 (SF)	8.39	24.87
45 DEPRESSION	MEDIUM	4318.00 (SF)	1.11	16.45
45 DEPRESSION	HIGH	2429.00 (SF)	0.62	22.46
50 PATCHING	LOW	1296.00 (SF)	0.33	2.16
52 WEATH/RAVEL	LOW	8997.00 (SF)	2.31	4.34
53 RUTTING	HIGH	143.00 (SF)	0.10	19.90

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 45.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 34.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 21.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Green Ramp
Branch Number   - A16B
Section Number  - 1      Family - DEFAULT
Section Length  - 1025.00 LF
Section Width   - 150.00 LF
Section Area    - 153750.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 21                                RATING = VERY POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 10
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 6
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 5.7%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	11417.00 (SF)	7.43	15.45
43 BLOCK CR	MEDIUM	13311.00 (SF)	8.66	22.40
43 BLOCK CR	HIGH	106386.00 (SF)	69.19	71.24
45 DEPRESSION	LOW	1792.00 (SF)	1.17	7.55
50 PATCHING	LOW	11058.00 (SF)	7.19	12.19
50 PATCHING	MEDIUM	12287.00 (SF)	7.99	24.68

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	95.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	5.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Green Ramp
Branch Number   - A17B
Section Number  - 1      Family - DEFAULT
Section Length  - 710.00 LF
Section Width   - 1220.00 LF
Section Area    - 479010.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 55                                RATING = FAIR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 90
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 14
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 8 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 7.6%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	315131.00 (SF)	65.79	31.11
43 BLOCK CR	MEDIUM	153122.00 (SF)	31.97	34.75
43 BLOCK CR	HIGH	3418.00 (SF)	0.71	17.25
45 DEPRESSION	LOW	1094.00 (SF)	0.23	1.01

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	99.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	1.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Green Ramp
Branch Number   - A18B
Section Number  - 1      Family - DEFAULT
Slab Length     - 15.00 LF
Slab Width      - 12.50 LF
Number of Slabs - 200

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 33                                RATING = POOR

```

```

TOTAL NUMBER OF SAMPLE UNITS = 12
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 10 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 24.3%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	16 (SLABS)	7.78	6.02
62 CORNER BREAK	MEDIUM	13 (SLABS)	6.67	10.93
62 CORNER BREAK	HIGH	13 (SLABS)	6.67	16.35
63 LINEAR CR	LOW	30 (SLABS)	15.00	11.45
63 LINEAR CR	MEDIUM	11 (SLABS)	5.56	12.54
63 LINEAR CR	HIGH	6 (SLABS)	2.78	11.04
65 JT SEAL DAM	HIGH	200 (SLABS)	100.00	12.00
72 SHATTERED SLAB	LOW	6 (SLABS)	2.78	6.79
72 SHATTERED SLAB	MEDIUM	6 (SLABS)	2.78	13.48
72 SHATTERED SLAB	HIGH	23 (SLABS)	11.67	41.97
73 SHRINKAGE CR	N/A	4 (SLABS)	2.22	0.80
74 JOINT SPALL	LOW	1 (SLABS)	1.00	0.60

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 91.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 8.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 1.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Red Ramp Hoverlane      Section Length - 1365.00 LF
Branch Number   - A19B                    Section Width  - 100.00 LF
Section Number  - 1      Family - DEFAULT  Section Area   - 136500.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 13
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	136500.00 (SF)	100.00	35.58

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Red Ramp Pads          Slab Length    -    10.00 LF
Branch Number   - A20B                  Slab Width     -    10.00 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -    384

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 88                      RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 12
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 4.9

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	7 (SLABS)	1.88	2.01
65 JT SEAL DAM	LOW	345 (SLABS)	90.00	2.00
65 JT SEAL DAM	MEDIUM	38 (SLABS)	10.00	7.00
73 SHRINKAGE CR	N/A	2 (SLABS)	1.00	0.60
74 JOINT SPALL	LOW	84 (SLABS)	21.88	6.39
74 JOINT SPALL	MEDIUM	10 (SLABS)	2.50	2.93
75 CORNER SPALL	LOW	2 (SLABS)	1.00	0.30

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 9.00 PERCENT DEDUCT VALUES
CLIMATE/DURABILITY RELATED DISTRESSES = 42.00 PERCENT DEDUCT VALUES
OTHER         RELATED DISTRESSES = 49.00 PERCENT DEDUCT VALUES

```

```

Network ID      - Lawson
Branch Name     - Red Ramp
Branch Number   - A21B
Section Number  - 1      Family - DEFAULT
Section Length  - 460.00 LF
Section Width   - 425.00 LF
Section Area    - 117,688.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 54                                RATING = Fair

```

```

TOTAL NUMBER OF SAMPLE UNITS = 25
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 8 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 9.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	72890.00 (SF)	61.93	30.51
43 BLOCK CR	MEDIUM	141680.00 (SF)	37.96	36.96
43 BLOCK CR	LOW	141680.00 (SF)	0.68	4.62
43 BLOCK CR	LOW	141680.00 (SF)	0.10	2.00
43 BLOCK CR	LOW	141680.00 (SF)	0.10	2.00
43 BLOCK CR	LOW	141680.00 (SF)	0.30	1.40

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 91.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 9.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - White Ramp Hoverlane
Branch Number   - A22B
Section Number  - 1      Family - DEFAULT
Section Length  - 1540.00 LF
Section Width   - 92.00 LF
Section Area    - 141680.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 15
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	141680.00 (SF)	100.00	35.58

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - White Ramp Pads      Slab Length    -      15.00 LF
Branch Number   - A23B                 Slab Width     -      10.00 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -      60

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :      Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 90                                RATING = EXCELLENT

```

```

TOTAL NUMBER OF SAMPLE UNITS = 15
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 14
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.9%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	LOW	60 (SLABS)	100.00	2.00
74 JOINT SPALL	LOW	21 (SLABS)	35.71	8.94
74 JOINT SPALL	MEDIUM	0 (SLABS)	0.00	0.30
75 JOINT SPALL	HIGH	0 (SLABS)	0.00	0.30
75 CORNER SPALL	LOW	0 (SLABS)	0.00	0.30
75 CORNER SPALL	MEDIUM	0 (SLABS)	0.00	0.30
75 CORNER SPALL	HIGH	0 (SLABS)	0.00	0.30

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 18.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 82.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - White Ramp Hangar Apron   Section Length -    600.00 LF
Branch Number   - A24B                     Section Width  -    430.00 LF
Section Number  - 1       Family - DEFAULT   Section Area   - 182268.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:           Drainage Cond.:
Shoulder Cond. :           Overall Cond.:           F.O.D.:
-----

```

```

PCI OF SECTION = 57                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 17
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 17
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 6 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 8.1%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	112459.00 (SF)	61.70	30.47
43 BLOCK CR	MEDIUM	69617.00 (SF)	38.20	37.04

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - White Ramp Hangar Apr   Slab Length    -    15.00 LF
Branch Number   - A25B                   Slab Width     -    12.50 LF
Section Number  - 1      Family - DEFAULT Number of Slabs -    282

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:       Drainage Cond.:
Shoulder Cond. :           Overall Cond.: F.O.D.:
-----

```

```

PCI OF SECTION =    91                                RATING = EXCELLENT

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```

TOTAL NUMBER OF SAMPLE UNITS =    11
NUMBER OF RANDOM SAMPLE UNITS SURVEYED    =    10
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED =    0
RECOMMENDED MINIMUM OF    5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED =    3.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	LOW	65 (SLABS)	23.00	2.00
65 JT SEAL DAM	MEDIUM	81 (SLABS)	29.00	7.00
65 JT SEAL DAM	LOW	135 (SLABS)	48.00	12.00
67 LARGE PATCH	LOW	1 (SLABS)	1.00	0.75
74 JOINT SPALL	LOW	1 (SLABS)	1.00	0.60

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	94.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	6.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Blue Ramp Hoverlane
Branch Number   - A26B
Section Number  - 1      Family - DEFAULT
Section Length  - 1610.00 LF
Section Width   - 100.00 LF
Section Area    - 161000.00 SF

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :           Safety:           Drainage Cond.:
Shoulder Cond. :           Overall Cond.:           F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 16
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 8
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	LOW	161000.00 (SF)	100.00	35.58

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - Blue Ramp Pads      Slab Length    -    30.00 LF
Branch Number   - A27B                Slab Width     -    15.00 LF
Section Number  - 1      Family - DEFAULT  Number of Slabs -    15

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :      Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 77                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 1
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 11
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 1 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.0%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
63 LINEAR CR	LOW	9 (SLABS)	60.00	21.36
73 SHRINKAGE CR	N/A	1 (SLABS)	6.67	1.24

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	94.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	0.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	6.00 PERCENT DEDUCT VALUES.

```

Network ID      - Lawson
Branch Name     - South Holding Apron      Slab Length    -      25.00 LF
Branch Number   - A28B                    Slab Width     -      25.00 LF
Section Number  - 1      Family - DEFAULT  Number of Slabs -    195

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :      Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 80                                RATING = VERY GOOD

```

```

TOTAL NUMBER OF SAMPLE UNITS = 9
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 9
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 6.4%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
65 JT SEAL DAM	LOW	43 (SLABS)	21.98	2.00
65 JT SEAL DAM	HIGH	150 (SLABS)	76.92	12.00
70 SCALING	LOW	28 (SLABS)	14.29	5.41
74 JOINT SPALL	LOW	3 (SLABS)	1.65	1.35
75 JOINT SPALL	HIGH	4 (SLABS)	2.20	7.09
75 CORNER SPALL	MEDIUM	1 (SLABS)	1.00	0.80
75 CORNER SPALL	HIGH	1 (SLABS)	1.00	1.20

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES =  .00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 47.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 53.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - North Holding Apron      Slab Length    -    25.00 LF
Branch Number   - A29B                    Slab Width     -    25.00 LF
Section Number  - 1      Family - DEFAULT  Number of Slabs -   195

```

```

-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:      Drainage Cond.:
Shoulder Cond. :          Overall Cond.:      F.O.D.:
-----

```

```

PCI OF SECTION = 92                                RATING = EXCELLENT

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```

TOTAL NUMBER OF SAMPLE UNITS = 10
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 3.2%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
62 CORNER BREAK	LOW	3 (SLABS)	1.43	1.49
65 JT SEAL DAM	MEDIUM	167 (SLABS)	85.71	7.00
73 SHRINKAGE CR	N/A	1 (SLABS)	1.00	0.60
74 JOINT SPALL	LOW	1 (SLABS)	1.00	0.60
75 CORNER SPALL	LOW	1 (SLABS)	1.00	0.30

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

```

LOAD          RELATED DISTRESSES = 15.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY RELATED DISTRESSES = 70.00 PERCENT DEDUCT VALUES.
OTHER         RELATED DISTRESSES = 15.00 PERCENT DEDUCT VALUES.

```

```

Network ID      - Lawson
Branch Name     - Apron 2
Branch Number   - A30B
Section Number  - 1      Family - DEFAULT
Section Length  - 400.00 LF
Section Width   - 200.00 LF
Section Area    - 78500.00 SF

```

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-----
Inspection Date: JUN/26/2001
Riding Quality :          Safety:          Drainage Cond.:
Shoulder Cond. :          Overall Cond.:          F.O.D.:
-----

```

```

PCI OF SECTION = 64                                RATING = GOOD

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```

TOTAL NUMBER OF SAMPLE UNITS = 15
NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 7
NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0
RECOMMENDED MINIMUM OF 5 RANDOM SAMPLE UNITS TO BE SURVEYED.
STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 0.5%

```

*** EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION ***

DISTRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
43 BLOCK CR	MEDIUM	75281.00 (SF)	95.9	52.17
50 PATCHING	LOW	3137.00 (SF)	4.0	8.65

*** PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM ***

LOAD	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.
CLIMATE/DURABILITY	RELATED DISTRESSES =	100.00 PERCENT DEDUCT VALUES.
OTHER	RELATED DISTRESSES =	.00 PERCENT DEDUCT VALUES.

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14. ABSTRACT An airfield pavement evaluation was performed in June 2001 at Lawson Army Airfield, Fort Benning, Georgia, to develop information pertaining to the structural adequacy of the airfield pavements for continued use under its current mission and the upgrading of the pavements for mission changes. The pavement surface condition was evaluated using the Pavement condition Index (PCI) survey procedure, and a nondestructive evaluation procedure was used to determine the load-carrying capability of the pavements and overlay requirements for continued use of the pavements under current missions. Results of the evaluation are presented including: (a) a tabulation of the existing pavement features, (b) the results of the nondestructive tests performed using a heavy weight deflectometer, (c) the PCI and rating of the surface of each pavement feature, (d) a structural evaluation and overlay requirements for 61,000 passes of the C-17 aircraft on Portland cement concrete, (e) the pavement classification number for each pavement facility, and (f) maintenance and repair recommendations based on the structural evaluation and condition survey.					
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